The Bombay Gazette.

No. 7,358.—New Series. BOMBAY :—WEDNESDAY, OCTOBER 13, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52	0
——— including postage	„ 72	0
For half year in advance, delivered in Town	„ 28	0
——— including postage	„ 38	0
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Single Copy for Cash	„ 0	4
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TERMS FOR ADVERTISEMENTS.

Ten lines and under		
First insertion	Rs 5	0
Second Ditto	„ 2	8
Third Ditto	„ 2	8
Fourth and succeeding insertio	„ 0	2½ As.

per line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Asia, 1,579 Tons, 250 H.P., Commander J. Patterson, will be despatched on Tuesday the 26th October, at noon.

	Oct.		Nov.
Leave Bombay	26	Leave Galle	5
„ Carwar	28	„ Negapatam	5
„ Mangalore	29	„ Pondicherry	6
„ Cannanore	30	„ Madras	8
„ Calicut	30	„ Coconada	10
„ Beypore	30	„ Vizagapatam	11
„ Cochin	31	„ Bimlipatam	11
	Nov.	„ Gopalpore	12
„ Tuticorin	1	„ False Point	13
„ Columbo	2	Arrive Calcutta	14

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

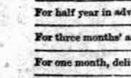
Passengers for Calcutta can take the same route picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

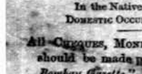
The steam-ship Abyssinia, 1,129 tons, 200 H. P., Commander J. Templeton, will be despatched on Monday, the 18th October, at noon.

Up.	Oct.	Down.	Nov.
Leave Bombay	18	Leave Bussorah	5
„ Kurrachee	22	„ Fao	5
„ Guadur	23	„ Bushire	7
„ Muscat	26	„ Linga	9
„ Bunder Abbas	28	„ Bunder Abbas	11
„ Linga	29	„ Muscat	13
	Nov.		
„ Bushire	1	„ Guadur	15
„ Fao	2	„ Kurrachee	17
Arrive Bussorah	4	Arrive Bombay	20

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

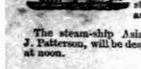


THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the services from England, despatch a steamer to Kurrachee every Monday at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

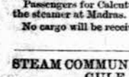


THE well known First Class Steamer PHLOX, E. Baker, Commander, will leave for the undernoted Ports, every SATURDAY, starting from the Apollo Bunder at 6 P.M.

Unjunwell,	Malwan,
Ratnaghierry,	Vingorla,
Jeytapoor,	Goa, Panjim,

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM FERRIES (under contract with Government).



—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Boarders:—

Fares from Bombay to	Rewas.	Dhurumtur.	Butchers' Island and Karun.	Colwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	0 8	0 6	0 3	0 3
Second Class	0 12	1 0	0 8	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M.

The Colwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Colwa at 1 P.M.

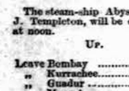
Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.



ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days:—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Sunday.
„ Ratnagherry	Sunday.	„ Beypore	Monday.
„ Malwan	„	„ Calicut	„
„ Vingorla	„	„ Tellicherry	Tuesday.
„ Goa	Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	Wednesday
„ Cumpta	„	„ Coompta	Thursday.
„ Mangalore	Tuesday.	„ Carwar	„
„ Cannanore	Wednesday.	„ Goa	„
„ Tellicherry	„	„ Vingorla	Friday.
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Ratnaghiry	Saturday.
Arrive Cochin	Thursday.	Arrive Bombay	Sunday.

The Steamer TILLY, Captain Kinggorn, will be despatched according to the above table on SATURDAY, the 16th instant. For freight and passage apply to

SORWOJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 11th October, 1869.

CONSIGNEES of CARGO per ship THE DOUGLAS are requested to send off Boats for their respective Goods as they come to hand, otherwise the same will be landed by the Captain on account and risk of the concerned.

LAWRENCE & Co.,
Agents for Captain and Owners The Douglas.

Bombay, 6th October, 1869.

NOTICE.—Consignees of CARGO per ship SIR JOHN LAWRENCE, arrived from London, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship Sir John Lawrence.

Bombay, 7th October, 1869.

WANTED.

ONE or TWO GENTLEMEN can be accommodated with BOARD and LODGING with a respectable family in a good situation in the Fort. Address 27, Office of this Paper.

WANTED a BAR-KEEPER. Satisfactory reference required. No one need apply who does not properly understand the bar-iness. Apply by letter to R.D., Bombay Gazette" Office.

NOTICE.—A FIRM in BOMBAY requires the services of a thoroughly efficient European Bookkeeper. No one need apply who is unable to produce certificates as to character, experience, and ability. Apply by letter in applicant's handwriting to "Delta," care "Bombay Gazette."

Bombay, 11th October, 1869.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

8, HORNBY ROW, FORT.—TO BE LET, immediately, a convenient FLAT. Apply to Mr. McDONALD, on the premises.

TO LET, with immediate possession, the TOP FLOOR of a House No. 3, in Meadow Street, over Mrs. Hern's Millinery Establishment, suitable for Residence or Offices, with the use of a Cook-room on the ground floor. For Rent and other particulars apply to

M. B. COHEN & Co.

TWENTY-SEVENTH EDITION.

ROGET'S THESAURUS of English Words and Phrases, classified and arranged so as to facilitate the expression of Ideas and assist in Literary Composition.

Rs. 6-12, free by post Rs. 7-8.

TRACKER, VINING, & Co.

A CARD.

L. H. PHILIPPS and Co., GAS FITTERS, Plumbers, Mechanical Engineers, Contractors, and General Agents. Depôt of Gas and Water Fittings. Fountains of various designs; Jets of great variety, Vulcanized India-rubber, and canvas hose with union joints. Branch Pipes Inserters and Spreaders, Tinned Lead Pipes of sizes, Lambert's and Warner's improved Bib and Stop Cocks in variety; Gas Pipes and Fittings in all its Branches, &c.

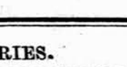
Kalbadevie Road, No 15.

TERMS—CASH.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.



THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. NEERA, 2,300 Tons, Captain Hanscom, will be despatched on MONDAY, the 18th October.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

WEEKLY COMMUNICATION WITH ENGLAND.

On Saturday, the 16th October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. COLUMBIAN, (2,180 tons, and 500 H.P.,) Captain Geo. Hyde, will LEAVE FOR SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this Office until 11 A.M. on Friday, the 15th instant.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the new Dock Head at Mazagon for the convenience of Passengers at 3 P.M., precisely, on the day of sailing.

ALFRED PARISH, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 9th October, 1869.

NOTICE.—Consignees of CARGO per ship SLEIVE DONARD, J. Thomson, Master, from Calcutta, are requested to send off their BILLS of LADING for countersignature, at Agent's office, and send off Boats alongside the ship to receive delivery of their goods, otherwise the same will be landed as they come to hand at the risk and expense of the concerned.—Captain Thompson will not be responsible for the condition of any package after it leaves the ship's deck.

MERWANJEE NUSSERWANJEE, Agent,
Apollo Street.

THE COMMERCIAL FINANCE and STOCK EXCHANGE CORPORATION, Limited, (Under Liquidation).—A GENERAL MEETING of the Shareholders of this Corporation will be held on WEDNESDAY, the 20th instant, at 3 P.M., at the Office of Messrs. Hearn, Cleveland, and Peile, Solicitors, to transact the following business:—

To receive the final Statement of Accounts and Report of the Liquidators.

To pass a Resolution that the Corporation be finally wound up.

To pass a Resolution as to with whom the amount of the unclaimed Dividends, and other deposited, and with the Books and Vouchers of the Corporation should be kept, and under what conditions.

And to consider any other matter or matters which may be brought before the Meeting.

G. S. CLAY, } Liquidators of the Commercial,
CURSETJEE HORMUSJEE, } Finance, and Stock Exchange Corporation (Limited).

Bombay, 12th October, 1869.

CHAMBER of COMMERCE.—NOTICE.—A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce will be HELD THIS DAY, (13th instant) at 12 noon, at the offices of the Chamber.

The attendance of Members is particularly requested.

By order of the Committee,
JAMES TAYLOR, Secretary.

Bombay, Chamber of Commerce, 13th October, 1869.

THE BANK OF BENGAL will be CLOSED on THURSDAY, the 14th instant, on account of the DASARA HOLIDAY.

J. HECTOR, Agent.

Bombay, 12th October, 1869.

NOTICE.—The PAPER CURRENCY DEPARTMENT will be CLOSED on THURSDAY the 14th instant.

A. R. GORDON,
Assistant Commissioner of Paper Currency.

Bombay, 12th October, 1869.

NEW BANK of BOMBAY, Limited.—NOTICE is hereby given, that the Bank, General Treasury, Government Savings' Bank, and Public Debt Office, will be CLOSED on THURSDAY, the 14th instant, being the DASARA HOLIDAY.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

DENTISTRY.

MR. MAGNUS IRVIN, Dentist, having arrived in Bombay, is prepared to practice his Profession in all its branches.

Hours of attendance, 10 to 5.

‡ Patients attended at their own Residences by appointment.

Rampart Row, adjoining the Post Office.

TIMBER SALE in NORTH CANARA.—NOTICE is hereby given, that the undermentioned TIMBER, the property of Government, will be SOLD by PUBLIC AUCTION in December, 1870, at the Port of Carwar:—

	Teak best Southern.		Black-wood.		Jungle-wood.		Fire-wood.		Date of sale.
	Logs.	Cds.	Logs.	Cds.	Logs.	Cds.	Tons.		
Carwar	1061	1750	865	733	1	6	461	3rd Dec.	1869.

The whole will be arranged in convenient lots.

Terms.—On the day of the sale the buyer to deposit 15 per cent. of the purchase money.

The balance of sale price is due on or before the 1st March, 1870.

All the lots to be removed from the depôt before the 1st April 1870.

Further particulars of Sale and Rules may be obtained at the Office of the Superintendent of Timber Depôt, Carwar.

J. ELPHINSTON,
Acting Collector of Canara.

Canara Collector's Office, Camp Bellitrey, October, 1869.

Note.—There is steam communication with Carwar from Bombay.

TENDERS will be received by the Superintendent of Marine up to MONDAY, the 18th instant, at one o'clock for Rupees 5-8 per cent. per annum, on 8000 tons, for one month certain, or such further period as she may be required for Government purposes; also a SAILING VESSEL of about 1,200 tons for a similar period—it being left optional with Government when their services are no longer required to discharge them at either of the Ports of Madras, Bombay, or Calcutta.

Tenders should specify the rate per ton per month.

Ventilation to be cut, and such Cabins, Fittings, &c., removed from the 'tween decks (as may be recommended by the Committee of Survey), and afterwards replaced solely at the expense of the Owners.

Fittings, Coal, Water, and Provisions will be provided by Government, but such Water Casks and Tanks as may belong to the Vessels should be made available if required; and the Tenders should specify to what extent this accommodation can be afforded.

The Vessels accepted will require to be docked, ballasted, and ready for final survey, the Steamer by the 19th instant, and the Sailing Vessel by the 7th proximo.

The Agent for Transports will furnish any further necessary information to parties tendering.

The Superintendent of Marine reserves to himself the right of declining any tender without assigning cause for so doing.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 12th October, 1869.

FOR SALE.—JUST LANDED by the undersigned Ex BURLINGTON, a consignment of AYALA ALBRECHT'S Chateau D'Ay Gold Neck Champagne. A very superior dry Wine.

One dozen quarts..... Rs. 36.

Bombay, 12th October, 1869. HOWARD BROTHERS.

SOUNDY & COMPANY'S LIST OF NEW PIANOFORTE MUSIC.

		Rs. as
La Sonnambula	Thalberg	3 2
L'Partita	do.	1 10
Norma	do.	2 2
Il Barbiere	do.	2 8
Stradella	do.	2 8
Lucia di Lammermoor	do.	2 0
Semiramide	do.	4 0
Miserere D'Allegri	Liszt	4 2
D'Africaine No. 1	do.	3 0
D'Africaine „ 2	do.	5 8
La Gazza Ladra	Leybach	2 0
Nonn	do.	3 0
Le Pré aux Clercs	do.	3 2
Don Juan	do.	3 0
Othello	do.	2 2
I. Puritani	do.	3 4
Guillaume Tell	do.	4 0
Freyschutz	do.	2 18
Les Noces des Figaro	do.	2 8
La Petite Russie	Blumenthal	2 6
Une Larme	do.	2 8
Le Gondolier	do.	2 8
La Caressante	do.	2 4
La Source	do.	1 8
Balinage	do.	1 8
Faust	Burgmuller	2 8
L'Africaine	Kruger	3 2
Faust	do.	3 10
Chant du Soir	Ketterer	1 8
Il Pneco Fatuo	Santorenza	2 0
La Cascade des Roses	Lochert	1 14
Les Filtes de la Garde	do.	1 8
La Zingara	do.	1 8
I Vespres Siciliani	Coop	2 2
La Forza de Destino	do.	3 8
Tanhauser	Jaell	1 2
La Juive	Voss	3
La Babalino	do.	2 8
L'Esmonde	Valse Gungl	2 4
Danza dei Pezzi	do. do.	2 4
Un Saluto al Italia	do. do.	1 14
Maria Rosa	do. Rovere	2 8
Principe Reale	do. do.	3 2
Domani Quaresima	do. do.	1 12
Barcheiere	do. Galop	1 8
Qui Vive	do. Ganz	2 10
L'Africaine	Polka	1 8
Un Saluto	do.	1 0
Schneider	do.	1 8
Vivenda	do.	1 8
Pochini	do.	1 4
La Milanese	do.	1 11
Rabadan	do.	1 11
Dichiarazioni Amorose	Mazurka	1 4
Semper Sola	do.	1 4

PIANOFORTE DUETS.

Faust	Leybach	3 12
Il Barbiere	do.	4 0
Der Freyen	Schuman	3 2
Lucia di Lammermoor	Menozzi	3 4
Un Ballo in Maschera	Cerimeli	3 0
Belisario	do.	3 0
Anna Bolena	do.	2 8
Guarmento	do.	2 8
Il Barbiere	Menozzi	2 10

* * The above prices are for nett cash. All orders must be accompanied by a remittance.

Bombay, 12th October, 1869. SOUNDY & Co.

NEW ADVERTISEMENTS.

BYCULLA COMMISSION STABLE.—A large Batch of first-rate AUSTRALIANS, per ship Douglas, just landed, now arranged for an inspection.

Also a Batch of well bred ARABS, per steamer VISCOUNT CANNING, landed to-day. The undersigned will be happy to execute Out Station Commission.

A. ABDOOLAH.

AUCTION SALE of LANDED PROPERTY at DHUNJEE DOONGRIA STREET.

On WEDNESDAY, the 20th October, 1869, at 4 P.M., Messrs. HEERALALL & Co. will SELL by PUBLIC AUCTION, on the premises, in pursuance of the Power of Sale contained in a certain Indenture of Mortgage bearing date the 4th December, 1856, by order of the mortgagee, Nowjee Dunjee, on account and risk of the mortgagors, Jewajee Bazonjee, Executor to the last Will and Testament of the late Coovertaee, Widow of the late Maneckjee Cursetjee Cubah, Veerbaee, the wife of the said Jeewajee Bazonjee, Sorabjee Jewajee, Jevjeebhoy Jewajee, and Jeevunbaee, daughter of the said Jeevajee Bazonjee,—all that piece or parcel of GROUND, with the messuage, tenement, or dwelling-house standing thereon, situate in and lying on the east side of the Dhunjee Doongria street, without the Fort of Bombay, in the sub-district of Bhoolesh wur, assessed by the Collector of Assessment under No. 2, containing by admeasurement 109 square yards or thereabout, and bounded as follows:—on or towards the east by the property of the said Jeewajee Bazonjee, Executor as aforesaid, and Veerbaee, his wife, on or towards the west by the said Dhunjee Doongria street, on or towards the north by the house of Muncherjee Apoo, and on or towards the south by the house of Essack Taily.

For further particulars apply at the Office of the undersigned, No. 9 Hummum Street, Fort. HEERALALL & Co.

Bombay, 12th October, 1869.

REQUIRED, about February or March next, BUSINESS PREMISES in the Fort, on the Ground Floor, with Godowns, and if with one large upper-room preferred. State situation, size of premises, and monthly rent, by letter only to S. C., office of this paper.

NOTICES.

BOMBAY PHILHARMONIC SOCIETY.—THE SEVENTH WEEKLY MEETING will be HELD in the Town Hall, on WEDNESDAY EVENING, the 13th October, at half past 5 P.M., for the practice of the following Music:—

May Queen, 2nd and 3rd Chorus ..... S. Bennett.
The Primrose ..... Mendelssohn.

ALFRED WAKE,
Joint Honorary Secretary.

N.B.—Herr Schmuck will be in attendance at the Town Hall, on Monday evening, the 18th instant, (and on every succeeding Monday), at 5 P.M., for the purpose of practising Music with any members who may wish to avail of his services.

ALBERT LIFE ASSURANCE COMPANY.—A MEETING of POLICY-HOLDERS in the above COMPANY will be HELD at the office of Messrs. MANISTY and HURRELL, No. 12, Rampart Row, on THURSDAY, the 21st instant, at 5 P.M., for the purpose (1) of receiving the Report of the Proceedings of the Committee appointed to watch the interest of Policy-holders, and (2) of considering what further steps should be taken in the matter. Mofussil Policy-holders are requested to be so good as to communicate their views to the Committee and to send Proxies to the Committee or to friends in Bombay to represent them at the Meeting.

G. A. SUMMERS
Bombay, 7th October, 1869. Honorary Secretary.

NOTICE.—THE ALBERT LIFE ASSURANCE COMPANY having SUSPENDED PAYMENT in accordance with a Telegram received from Head Office, London, PREMIA payable at this Branch will still CONTINUE to be RECEIVED by the undersigned, on behalf of the Provisional Liquidator, at the Office of Messrs. Manisty and Hurrell, and the same, but such Premia will be returned on 1st January 1870 should re-construction or arrangements with another Company be not carried out.

By order of Directors,
D. McL. SLATER, Secretary,
For Provisional Liquidator.

Bombay, 19th August, 1869.

COLABA PRESS COMPANY (Limited).—The Directors of the above Company beg to intimate, that they are prepared to receive offers for the purchase of a portion of the Company's Property, situated at Bomgree Cooly Street, Chinch Bunder (either with, or without Presses) formerly known as Khimchund Motechund Screws.

Offers will be received by the undersigned, who will also furnish any information that may be required.

By order of the Board Directors,
WALLACE & Co.,
Secretaries, Treasurers, and Managers.

Bombay, 29th September, 1869.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE.—FOR the CONVENIENCE of VISITORS to Matheran SPECIAL first and second class TICKETS will be issued on and after the 15th October, instant, until the 15th May next, from Bombay and Byculla to Narel (for Matheran) at the following reduced fares, viz:—

First Class Rs. 24 | Second Class Rs. 13.

These Tickets will entitle the holders to make four journeys to Narel and back at any time within two months from the date of issue, and will be available by any Passenger Train.

The Tickets will consist of four Coupons available from Bombay or Byculla to Narel, and four Coupons for the return trip; only one Coupon can be used on one day and they are not transferable. Each Coupon must be presented at the Booking Office at the station from which the holder starts on the day it is to be used, in order that the date may be filled in. No Coupon will be recognized unless it is so dated.

HENRY CONDER,
General Traffic Manager.

Bombay, 11th October, 1869.

TO CONTRACTORS.—TENDERS are invited for the SUPPLY of the following IRON WORK, and will be received up to the 21st October, 1869, only viz:—

About 144 tons of Wrought Iron Plate Girders for Floors and Roofs.
„ 12 „ of ordinary Corrugated Sheet Iron.
„ 40 „ of do. do. curved.
„ 8 „ of Iron Trusses, complete.
„ 5½ „ of Angle Iron, 1½ by 1½ by ¼.

Particulars can be had on application to the Executive Engineer, Presidency Division, Bombay.

Tenders to be addressed to

Captain G. SWETENHAM, R.E.,
Executive Engineer, Secunderabad Division, Bolarum.

Bolarum, 29th September, 1869.

NOTICE.—SEALED TENDERS will be received at the Office of the undersigned up to 2 P.M., on FRIDAY, the 15th instant, from parties willing to undertake the Work of Converting the late Post Office premises into a Warehouse for the Custom's Department at Bombay.

The Plans and Specifications of the Works can be seen, and other particulars learnt, on application during Office hours.

No reasons will be assigned for the rejection of the lowest or any Tender.

Tenders are to be made on printed forms only, which will be supplied from this Office.

KAHANDAS MUNCHARAM,
Executive Engineer, Presidency.

Office of Executive Engineer, Presidency, Bombay, 9th October, 1869.

NOTICE.—SEALED TENDERS are invited for building THE NATIVE GENERAL HOSPITAL on the Esplanade, to be delivered on or before noon of the 22nd instant.

Form of Tender and Specification can be obtained on application at the office of the Architectural Executive Engineer and Surveyor, where the Plan and Conditions of Contract can also be seen.

A deposit of 2 per cent. will be required on tendering, to be forfeited in the event of evasion or delay in signing the requisite Deed of Contract; and a further deposit of 8 per cent. from the Contractor for the due fulfilment of any of all of the tenders.

The Architectural Executive Engineer and Surveyor does not bind himself to accept the lowest or any tender, and no reason will be assigned for the rejection of any or all of the tenders.

J. A. FULLER, Lieutenant-Colonel R. E.,
Archt. Ex. Engineer and Surveyor.

Bombay, 7th October, 1869.

NOTICE.—SEALED TENDERS are hereby INVITED for the SUPPLY of 70,000 Indian Maunds of Bombay SALT for the use of the Cochin Government.

2. Tenders will be received till MONDAY the 1st November, and will be OPENED on the following day, in the Hoozoor Cutchery at Ernacollum, in the presence of such of the parties interested as may be in attendance.

3. Twenty-five thousand Indian Maunds to be delivered at the Port of Mallipoorum in Cochin in the month of November and December, 1869, and the remainder, gradually, in each succeeding month, so as to complete the delivery by the end of March, 1870.

4. The Salt to be landed by the Contractor at his own expense.

5. Salt not pure and of good quality and colour will be rejected.

6. The Tenders should specify in words at length the Rate, in Rupees, per hundred Indian Maunds.

7. The Cochin Government reserves to itself the right of rejecting any or all of the Tenders which may be received without assigning a reason for so doing.

8. Tenders to be addressed to the Dewan of Cochin and to be superscribed "Tender for the supply of Bombay Salt."

J. S. VERNEDE,
Commercial Agent to the Cochin Government.

Commercial Office, Ernacollum in Cochin, 30th September, 1869.

NATIONAL BANK OF INDIA (Limited).—A DIVIDEND for the half year ended 30th June, 1869, at the rate of 6 per cent. per annum, or Rs. 3-12 per share, will be PAYABLE on or after MONDAY, the 11th instant, to the Proprietors registered in the Books of the Bank on the 4th instant.

By order of the Board of Directors,
JAMES WINDRAM, Manager.

Bombay, 6th October, 1869.

NOTICE.—The undermentioned Banks will be closed on THURSDAY, the 14th instant, on account of the DASARA HOLIDAY:—

For the Oriental Bank Corporation,
J. F. MOIR, Agent.

For the Chartered Mercantile Bank of I. L. and China,
ROST. CAMPBELL, Agent.

For the Chartered Bank of India, Australia, and China,
JAMES DOUGLAS, Agent.

For the Comptoir D'Escompte de Paris,
E. A. HARDCASTLE, Manager.

For the National Bank of India (Limited),
JAMES WINDRAM, Manager.

For the Agra Bank (Limited),
EDWARD MORRISS, Manager.

For the Hongkong and Shanghai Banking Corporation,
E. STEVENSON, Agent.

Bombay, 10th October, 1869.

BYCULLA IRON WORKS.

RICHARDSON AND ROBSON, SUCCESSORS TO MESSRS. DIXON AND Co., IRON AND BRASS FOUNDERS, SMITHS, ENGINEERS, AND COMMISSION AGENTS.

MANUFACTURERS OF COTTON PRESSES, GIRDERS, BOILERS, PUMPS, TANKS, IRON GATES AND RAILINGS, &c., &c.

WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

Amontillado, a choice after-dinner Wine—Dry.
Braunberger, a fragrant dessert Wine.
Clarets, of the best growths to ordinary, in Quarts and Pints See List.
Chambertin, the elite of Burgundies.
Curacoa, white or orange, in Quarts and Pints.
Chablis, the Wine to be served with Fish.
Cherry Brandy, after-dinner Liqueur.
Dry and Very Dry Champagne, in Magnums, Quarts, and Pints, three qualities.
East India Madeira, of magnificent character.
Fine Sparkling Nonpareil and other Hocks, specially prepared for India.
Gin, best London distilled, dry and soft.
Geneva, best Dutch.
Hochheimer, a light refreshing Wine in hot weather.
Invalids' Port, really and truly splendid Wine.
Johannisberger, a recherché Cabinet Wine.
Liebfraumilch, another style of Cabinet after-dinner Wine.
Moselle Nonpareil and Muscatel, the finest, sparkling, brilliant condition.
Marsala, pale Virgin, good dinner Wine.
Macon, clean dinner Burgundy.
Nuits, a dinner Burgundy, good quality.
Orange Bitters, pure, recommended for use before dinner.
Ports of various qualities, in Quarts or Pints.
Rum, the best of old landed Jamaicas.
Rudesheimer, full bodied dinner Hock.
Sauterne, delicate and fine flavoured.
Tramner Forster, a very choice dessert Hock.
Very old and choice pale Cognacs to medium quality.
Whisky, Scotch and Irish, old, soft, and mellow.
Xeres or Sherry Wines, in six styles, dry and pale, gold, &c.
Yquem Sauterne, eighty to order.
Zara, Maraschino di, a choice Italian Liqueur.

Unexceptionally good Terms to Traders. Quotations given at Dean Lane, Bombay.

NOTICE.

Our heart-shaped Labels and distinctive Coloured Seals, originated and used by us since 1815, are now extensively imitated in India. We beg our friends and the public will ask for our Trade-mark Label and Brand when ordering Wines and Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozen, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozen of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

We take Shipping Orders for Wines in Wood:

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.
SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.
PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.
COGNACS and other Spirits, according to age, at per Gallon.

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
DEAN LANE, BOMBAY.
Established in Bombay in the year 1812; and in Bordeaux and London 1815.

London Houses	Wholesale and for Export only—Tower Bonded Vaults, Mark Lane. Retail—Charing Cross Railway Arches, Villiers Street Strand.
Bordeaux House	Wholesale and for Export—Place du Chapp de Mars.

REPRESENTATIVES IN

China,	Colombo, New Zealand,
Calcutta,	Kurrachee, Manilla,
Madras,	New York, New Orleans.

BASS'S BEER, bottled by J. B. Drayton and Co.

4 dozen quarts Rs. 22
8 „ pints „ 28

GRINDLAY, GROOM, & Co.

BASS'S BEER, bottled by The London and Burton Co., Limited.

4 dozen quarts Rs. 22
8 do. pints „ 28

GRINDLAY, GROOM, & Co.

MACLEAN & Co.'s Celebrated PALE SHERRY, in cases of 3 doz. Quarts, at Rs. 21 per doz. Ditto ditto 6 „ Pints at „ 11-8

The Location of Regimental Messes is particularly called to the above Wine, which is a favorite brand in some of the best London Clubs.

THOS. RANDALL & Co.,
3, Parsee Bazaar Street, Elphinstone Circle.

PAGE and SANDEMAN'S CLARET.—The undersigned have for sale, at their godowns, Claret shipped by the above well known firm.

Medoc—a fruity Wine, suitable for "Cup".....at Rs. 13 per doz.

YOUNG & Co.
5, Borah Bazaar Street. Sole Agents, Bombay.

MESSRS. TOD, HEATLY and Co.—The undersigned (Agents for the above celebrated House) have on hand a full assortment of WINES, SPIRITS and LIQUEURS at moderate prices.

THE LONDON, ASIATIC & AMERICAN COMPANY, (Ld.)
Elphinstone Circle, 2nd September, 1869.

Super-royal quarto, 100 Plates, pp. 250, Price in India, Rs. 60.

FOR SALE at the Godown of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 5 and Pints at Rupees 3-8 per dozen. } Bottled by J. W. Bridges and Son.
Bass', Pale Ale, Quarts at Rupees 5-8 and Pints at Rupees 3-8 per dozen.

Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-12 and Pints at Rupees 2-8 per dozen.

Also small quantities of fine Pale Sherry, at Rupees 24 per doz.

Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godowns of the undersigned.

Messrs. Thomas Dunkin & Sons' BRANDIES.

Champagne Cognac, in 1 and 3 doz. cases, at ..... Rs. 22 per doz
Fine „ Do. ..... „ 13 „
Cognac „ Do. ..... „ 16 „

Ayala Albrecht's CHAMPAGNE.

Quarts in 1 dozen cases at..... Rs. 30 per doz.
Pints in 2 „ „ ..... „ 16 „

Messrs. Ross Moore & Co.'s CLARET.

In 1 and 3 dozen cases at..... Rs. 13 per doz.

RENNIE, SCOVELL, & Co.

Church Lane, Bombay, 4th August, 1869.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, the following Wines, shipped by Messrs. Finke & Co., Bordeaux:—

Claret.—Medoc St. Julien	each case	4 doz.	Rs.	10 per

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

MARKET opened with brisk demand for Colabas and Mazagons, which rose to Rs. 1,800 and 1,340 and closed at Rs. 1,790 and 1,325 respectively 1st time.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
130,000	100	all	10 p.ct	Agra Bank	110
22,000	1,000	all	8 p.ct.	Bank of Bengal	1450
10,000	500	all	5 p.ct.	Ditto of Bombay New	618
10,000	500	100		Ditto 2nd Res. Issue	202½
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,600
20,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	340
40,000	200	all	6 do.	Chartered Bk. of L. & C.	203
57,600	250	125	6 do.	National Bank of India	142
60,000	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,030	3,000	all Rs. 65	Colaba Land Co.	1745
10,800	1,000	all Rs. 30	Elphi st'ne Land	1020
10,800	1,000	625	Do. New	655
8,000	150	all	Nil	Fivre Land & Pier Co. Ld	195
2,000	5,000	4,103	Nil	Mazagon Land	1280
5,000	2,000	1,440	Nil	Port Canning	270

PRESS COMPANIES.

1,150	5,000	2,850	350 ps	Akbar Cotton Press Co.	2,525
200	2,000	1,100	100 do.	Albert Co. Kurrachee	700
250	2,000	250	6 do.	Alexandra Press Co.	370
	12,000	11,000	200 do.	Apollo Press Co.	8,200
200	2,000	all	375 do.	Bombay Press Co.	2,075
200	500	all	30 do.	Do. New	525
500	1,800	all	300 do.	Colaba Press Co.	10,200
350	2,000	all	...	East India Press Co	1,100
150	8,500	all	1000	Fort Press Co.	10,200
200	2,000	1,500	...	Framji Cowasji Press	1,575
200	6,000	all	200 ps	Hydraulic Press Co.	3,225
1000	5,000	2,000	100 ps	Kurrachee Press Co.	980
2,500	1,000	500	50 do.	Mofus. Press & G. Co.	290
120	2,500	all	350	Prince of Wales Press	2,800
225	2,000	750	200 ps	Victoria Press, Madras	1,150
150	2,000	all	...	Timevelly Press Co.	1,650

(* Per share for the half-year.)

RAILWAY COMPANIES.

...	£2	218.3.4	5 p.c.	G. I. P. Railway Consolidated Stock
...	£2	109.1.5	do.	Do. New £20 shares
...	£1	43.10.2	do.	Do.
...	£100	1,000	do.	B. B. & C. I. Railway Co.
...	£12	196.5.1	do.	Do. New Shares

SPINNING AND WEAVING COMPANIES.

400	2,000	1,760	50	Albert Mills Co.	870
500	2,500	all	50 p.a.	Alliance Spinning	1,500
100	5,000	all	...	Bombay	2,800
900	1,000	all	10 p.c.	Bombay United	730
600	500	all	...	Broach Mills	250
300	5,000	all	...	Coorla Spinning	1,950
750	2,000	all	150 p.s	Great Eastern	1345
2,000	1,000	250	...	Manockji Petit's	700
800	2,500	all	...	Oriental	1,285
600	2,500	2,300	...	Royal	1,400

(* For the half year.)

MISCELLANEOUS.

1,000	2,500	1,50	135 ps	Bombay Burmah Trading Corporation	825
4,000	50	all	5 pc.	Mechanics' B'd'g's Co.	35
500	2,000	300	9	Nurrachee Landing and Shipping Company	190
2,000	500	all	Nil	Treacher & Co.	300

BANKS IN LIQUIDATION.

		Date of L'diation.		
500	50	Jan. '36	Bank of Bombay	51
25	125	...	Do. China	5½
200	35	Sept. '67	B'bay Trdg & B'nkg	6
200	40	Sept. '67	Brokers' Bank	15
250	...	Mar. '66	Central Bank	5
...	...	...	East India Bank's	15–16
200	10	Feb. '67	Indian Peninsula	6
200	63	May '67	Royal Bank	12
130	66	Apr. '67	Old Financial	8

COMPANIES IN LIQUIDATION.

5,200	1,750	Nov. '66	Rock Bay Co.	565
3,500	2,400	...	B'bay & Bengal S. S.	160
8,000	2,450	...	Bombay Ship Co.	100

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 11⅝d.
London Banks	6 months' sight	1s. 11 15/16d.
Do. Credits	Do. do.	1s. 11 13/16d.
Do. Documents	6 Do. do.	2s. 5d.
Calcutta	At sight	100½
Do.	30 days' sight	100 par.
Do.	60 days' sight	99¾
Madras	At sight	100 par.
Do.	30 days' sight	99½
Chin	60 Do. do	221½

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	

GOVERNMENT SECURITIES.

Five-and-a-half per cent	113½
Five per cent.	108½
Four per cent.	94½
Five per cent. (Public Works Loan)	104
Five per cent. Debenture Loan 1865-67	105
15 years' Debenture Loans	109 nl
10 years' do. do	107½
5 years' do. do.	105
Six per cent. Municipal Loan House Rate	104
Do. Do. Market Rate	103½

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Carolas	,,	220
Mexican Dollars	,,	220
Five-Franc Pieces	,,	203
Bar Silver	,,	106-10
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	106-9

BANK OF BENGAL.

THE statement of the affairs of the Bank of Bengal for the week ended 4th Oct., compared with the report for the previous week, yields the following results :—

LIABILITIES.

Tot. Balance at Hd. Office ... Rs.	12,66,788	10	5	decrease.
,, Branches ... ,,	14,85,389	13	3	increase.
Other Deposits ... ,,	2,95,256	12	8	decrease.
Bank Post Bills ... ,,	2,445	4	11	increase.
Sundries ... ,,	2,13,139	9	4	increase.

ASSETS.

Govt. Securities ... Rs.	291	4	0	increase.
Loans on do. ... ,,	1,070,450	0	0	increase.
Accts. of Credit of do. ... ,,	76,680	14	7	increase.
Mercantile Discounts ... ,,	6,55,705	6	4	decrease.
Bals. with other Banks ... ,,	1,24,555	2	0	increase.

MILITARY.

ARRIVALS.—OCTOBER 12.

Weldon, Captain, Hyderabad Contingent, on sick leave, from Hyderabad (Deccan.)

Weldon, Major, Hyderabad Contingent, on leave, from Hyderabad (Deccan.)

Mann, surgeon, 1st Regiment Light Cavalry, on leave, from Deesa.

Roberts, Captain, half-pay pensioner, to proceed to England, from Derah Dhoon (Bengal.)

DEPARTURES.—OCTOBER 12.

Tapp, Major General, 103rd Foot, to rejoin, to Ahmedabad.

Murray, Captain, 21st Regiment Madras Native Infantry, to join, to Jubbulpore.

Jacob, Lieutenant, Royal Engineers, on duty, to Poona.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 11th October, 1869.

Captain W. T. Blyth, Staff Corps, is attached to 18th Regt. N. I., and will officiate as 2nd Wing Subaltern.

The undermentioned native officer of infantry will receive the higher rate of pay as follows under the provisions of G. G. O. No. 239, 11th May 1861 :—

Jemadar Bunjoo Sawant, 11th Regiment N. I., 1st class, from 18th September 1869, in room of Jemadar Nuthoo Bhoolah, deceased.

No. 2383 Color Sergeant Thomas Wallace, 1st Battalion 21st Foot, is appointed Sergeant Major to the Ghizree Sanitarium and transfered to the Unattached List, under the provisions of G. G. O. 996 of 1865.

The name of Hospital Assistant S. DeSilva No. 662 is added to the list of apprentices ordered to proceed to Bombay by G. O. O. No. 388, dated 30th ultimo.

SHIPPING.

DAILY FREIGHT REPORT—12TH OCTOBER.

London	Cotton	No ship loading.	Nom. p. ton
	Cases		,,
	Seeds		,,
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 17s. 6d.	,,
	Wooden Ships	£1 10s. 0d. to £1 12s. 6d.	,,
	Myrabolms & Coir bdls	£0 10s. 0d. to £0 12s. 6d.	
	Seeds	£0 15s. 0d. to £0 17s. 6d.	
Havre	Cotton	£2 0s. 0d. Nominal.	
	Coffee	Nominal	
Overland	Steamers	£3 10s. 0d. to £3 15s. 0d	
	Steamer Cotton	Rs. 10 per bale.	
China	Opium	Rs. 25 to 30 per chest.	
	Sailing Ships	Nominal	
Calcutta	Sails	Rs. 3 0 0 to 4 0 0 per ton.	
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Oct.	Vessel.	Commander.	From.
12	Leticia	Nacola	Dumaun, Oct. 7.
	Clutha	Campbell	Moulmein, Aug. 10.
	Admiral Jurian de la Gravoiere	Bandonin	Bordeaux, July 11.
	Lord Clyde (s)	Hewitt	Cochin, Oct. 5.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
12	Norna (s)	Lockie	China, &c.
	Himalaya (s)	Atkinson	Malabar Coast and Calcutta.
	Sir Bartle Frere (s)	Thompson	Persian Gulf.
	Jorawur	Wingate	Calcutta.
	Regina	Brady	Penang & Singapore.

CALCUTTA.

ARRIVALS.

Oct. 7 Meteor ... Lindsay ... Glasgow, May 19.
Fazarabany ... Profumo ... Bombay, Aug. 28.
Fattel Curreja ... Nacoda ... Muscat, Sept. 1.

The following are the names of passengers per s.s. Sattara, which vessel left Calcutta on the morning of the 9th instant for Akyab, Rangoon and Moulmein :—

Dr. and Mrs. Adamson, Mrs. Webster and 2 children, Mrs. and Miss Harris, Messrs. Ezra Joseph, J. Conway, W. C. Noworthy, A. Gordon, R. E. Twidale, J. Kurz, J. L. Robertson, A. Robinson, C. Slater, James Kerr, W. L. Harwood, and Miss Adams.

MADRAS.

ARRIVALS.

Oct. 5 John Scott ... Kennedy ... Batavia.
Falcon ... Evans ... London.

DEPARTURE.

Oct. 7 Robert Morrison ... ... Cocanada.

BOMBAY SCOTTISH EDUCATION SOCIETY.

COMMITTEE.

JOHN CONNON, Esq., Chairman.
CHARLES MACDONALD, Esq., Deputy Chairman.

James Arnott, Esq., M.D. — Hamilton Maxwell, Esq.
Thomas Blamey, Esq. — W. Nicol, Esq.
Rev. D. C. Boyd. — J. Ranken, Esq.
J. W. Brown, Esq. — A. F. Shepherd, Esq.
H. D. Dods, Esq. — N. Spencer, Senior, Esq.
D. Graham, Esq. — G. Ramsay Wilson, Esq.
John Macfarlane, Esq. — Rev. John Wilson, D.D.
Rev. D. Macpherson. — James Windram, Esq.

FORT SCHOOL—8, HORNBY ROW.

Under MR. MACDONALD AND MISS COLLETT.

BYCULLA SCHOOL—OLD ADELPHI HOTEL.

Under MRS. MACDONALD AND MR. MCAFEE.

Instrumental Music taught in both Schools by Herr Schmuck.

It is the object of this Society to provide for Pupils of both sexes a systematic and extended course of instruction in all the branches usually taught in first-class Educational Establishments. The Fort School has been recognised by the Director of Public Instruction as a High School teaching up to the Standard prescribed for Matriculation at the University.

The Course of Instruction comprises :—

Holy Scripture. — Geography, Political and Map-Drawing.
English Grammar and Composition. — Physical. Algebra and Euclid.
Writing and Arithmetic. — Latin.
History. — Marathi.

Music, Vocal and Instrumental.
Plain and Fancy Needle-work.

FEES :—First and Second Classes ... Rs. 5 per month.
Third Class ... ,, 7½ ,,
Fourth and Fifth Classes ... ,, 10 ,,
Four members of a family are charged as three.
Fee for Instrumental Music ... Rs. 10

BOARDERS.—The greatly increased accommodation secured by the removal of the Teachers' residence to Byculla, has enabled MR. and MRS. MACDONALD to make ample provision for the reception of Boarders.

D. C. BOYD,
D. MACPHERSON, } Joint Secretaries.

MR. A. MENIST,
OCULIST OPTICIAN,
(FROM AMSTERDAM AND LONDON,)

RESPECTFULLY announces his RETURN to Bombay, and desires to intimate that, owing to his numerous engagements, he will REMAIN for a SHORT TIME longer, and may be consulted at his Residence, PALLONJEE'S ADELPHI HOTEL. The numerous testimonials Mr. M. has received (which have duly appeared in the local papers) are a sufficient guarantee of the success with which he has treated the several cases of hitherto-neglected eye-sight ; comments, therefore, on the superiority of his glasses over all others in the Presidency are unnecessary. For the guidance of those who are using spectacles, Mr. M. begs to state—firstly, that if the pebbles are cut against the grain they injure the eyes, and that such defects can only be discovered by Practical Opticians ; secondly, if they are not polished on a scientific principle, they are equally injurious to the sight. Mr. M.'s pebbles will be found polished on a principle *peculiarly his own*, and they will be found specially adapted to the Indian climate. He has a large stock of the above unmounted for those who wish to avail themselves of this rare opportunity of possessing these really superb lenses. Ladies and gentlemen desiring Mr. M.'s attendance at their own residences will be good enough to give him one day's notice.

N. B.—Small Binoculars of great magnifying power, containing 12 lenses instead of six.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

DANIELL—October 10th, at Ahmednuggur, Mrs. Henry Daniell, of a son.

The Bombay Gazette

WEDNESDAY, OCTOBER 13, 1869.

MR. APPLEGARTH, one of the English delegates to the International Working Men's Congress recently held at Basle, boasted, in a speech, which, by contrast with the violent orations of Continental delegates, was moderate and conciliatory, that working men in England had adopted resolutions (with regard to shortening the hours of labour to eight hours a day) which would soon create a separation between English Liberals and Radicals. Of the consequences of such a disruption he seemed to have no fear. English working men had at last, he said, by means of Trades' Unions and the Reform League, obtained possession of political power, and they would know how to use it to protect their own interests. Mr. Lucraft, another well-known English delegate, made a thoroughly communistic speech on the resolution afterwards carried by an overwhelming majority—that the right of private property in land ought to be abolished. He said "he was in favour of common property in land, and in favour of its being cultivated by the State for the benefit of all, not by the direction of a State that was opposed to the mass of the people, but under the direction of the whole community." It should be observed that Mr. Lucraft is much too sagacious an economist to wish to go back to the good old times "when every rood of ground maintained its man." Far from having any sentimental leanings in favour of peasant proprietorship, he freely ridicules the system now obtaining in France, by which "miles of good and fertile soil are cut into strips." While travelling through France, he said, "in one place he had seen a not-over-well looking cow watched by a girl to keep it from trespassing. The estate of her master was so small that the cow had hardly been able to turn without stepping on the neighbour's property." The scheme that Mr. Lucraft advocates is to have a Department of State specially charged with the production of food by the cultivation of all the land in the country—the work to be done "on a large scale by machinery and the application of science for the benefit of the whole community." The only protest against this complete absorption of the individual in the community came, strangely enough, from a French delegate—Mr. Mollin, of Paris—who pronounced an opinion "against all State interference." This old-fashioned working man, who has probably not yet been surfeited like his English colleagues with the sweets of individual liberty, had the courage to tell the Congress that "he simply wanted the Government to protect the liberty of the individual, and let every one choose for himself." Another Frenchman, Mr. Fruneau, who approved of the proposed change in the ownership of landed property, protested nevertheless that he "wanted all theories dropped. They had done a good deal of fighting in France, but they had always been cheated, and he hoped they would get more by other means." This last speaker must be blessed with a very sanguine disposition. He sees, in a dim sort of way, that he and his countrymen have made so little out of all their fighting because they have always been the slaves of theory ; and he has, therefore, now convinced himself that there is nothing theoretical in the plan for the abolition of private property in land, and that the landowners will be induced "by some other means than fighting" (possibly by speeches delivered at working men's congresses) to merge their individual rights in those of the community. We are greatly afraid that these peaceful wishes will be disappointed ; for no such programme as that of the Basle Congress could ever be carried out except at the cost of at least as much hard fighting as has been seen in Europe since the outbreak of the first French Revolution.

For it is obvious to whoever looks at the proceedings of the Congress with other eyes than those of a partisan that the resolution agreed to by the working men amounts to a declaration of war against all other classes of society. An American delegate indeed expressly advised that there should be perpetual enmity between labour and capital ; and even Mr. Applegarth, in an otherwise sensible speech, in which he described the gradual progress of the working class in England, contended, as we have seen, that he and his friends are now able, not only to stand alone, but to make themselves supreme in the State. It might have occurred to Mr. Applegarth, if gratitude were a political virtue, that all the reforms which have been accomplished in England during the last fifty years are the fruits of the steady alliance of capital and labour, and that the English people, after having emancipated themselves from the rule of kings and nobles, are not likely now to accept without a contest the dictatorship of the most numerous, but, it may be said without offence, the least intelligent class of the community. The interests of labour of course are paramount ; but the representatives of the Trades' Unions should have considered, before they determined to begin their campaign, whether they really represent labour one and indivisible. The structure of modern society is much more complex than the Trades' Unionists would have us believe ; and millions of hard-working Englishmen are put outside the pale by a definition which in effect declares that handicraftsmen are the only true and useful labourers, and that all the rest of society consists of capitalists and idlers. The report of the sitting of Congress at which the land resolution was passed informs us that one of the speakers noticed a remarkable defect in the constitution of the assembly, namely, that there were present no delegates of the agricultural peasantry. But Mr. Eccarius thereupon said, "one of the most ridiculous objections he had ever heard was that the Congress should pass no resolution without the peasantry being represented. The logical conclusion would be that no body of men could pass a resolution against a religious establishment without the cardinals and bishops being present." But it is the landowners, not the peasantry, who correspond to the cardinals and bishops ; and to any one but the "working men" themselves the absurdity is self-evident of a resolution passed in the name of the labouring class without the co-operation of even one member of that section of the labouring class in whose interest the resolution is said to be framed. With the peasantry standing aloof, the middle class estranged, and the aristocracy now as always hostile, how can the mechanics and artisans of the great towns hope to abolish the most sacred of all laws—those which affect the right of private property in land ? Their extravagance can but delay, instead of hastening on, the coming of the day anticipated by English Liberals, in which we shall witness the repeal of all laws embarrassing the transfer of land, and tending to encourage the perpetual accumulation of great anded estates in the hands of a few families.

WE see by the General Orders addressed to the Poona Division that the Government has, after all, determined to carry out the relief of the native troops. The 3rd Light Cavalry are to march from Poona on Friday, and of course the 1st will march from Deesa and Rajcote to Poona. The decision must have been come to on purely military grounds, irrespective of famines and deficits. The military authorities think the 3rd has been too long at Poona, and, at all risks and costs, satisfy their military judgment. No doubt it is true that the regiment has received exceptional treatment, and has remained in one place much longer than is usual. But surely the condition of Rajpootana *and* the public treasury might be held to outweigh the disadvantages to the service of a further sojourn of the 3rd at Poona and the 1st at Deesa and Rajcote. If all the native reliefs are carried out it can only be done at considerable cost, and loss to all concerned ; and we cannot think that the decision of the authorities is justified by the whole state of the case. The country and treasury should be considered as well as military etiquette.

WE are sorry to learn of the death, from cholera, of Captain A. B. Chalmers, attached to the 19th Punjab N. I., and of Dr. Bell, 36th Regiment, at Peshawur.

LIEUT. GEORGE CONRAD SARTORIUS, having completed twelve years' service, has been appointed to be captain from the 1st October 1869, subject to Her Majesty's approval.

OCTROI duty on raw cotton is, says the Nagpore paper, to be abolished in all towns in the Nagpore, Wurdah and Chanda districts, from 1st November next.

LIEUTENANT RICHMOND IRVINE CRAWFORD and Lieutenant Walter Raleigh Trevelyan, having completed twelve years service, have been appointed to be captains from the 4th October 1869, subject to Her Majesty's approval.

THE following promotion has been made subject to Her Majesty's approval :—Cadre 2nd Regiment Light Cavalry, Lieutenant Charles Gran to be captain from the 24th February 1867, vice Farquharson, retired. This cancels Government General Order No. 25, 13th January 1869, promoting this officer to captain by brevet.

"THE disintegration of the Central Provinces, which has so much engrossed the attention of our local public of late, may now be looked upon," says the "Central India Times" "as certain, and we learn on the very highest authority that it will have become a *fait accompli* before the 1st of April next, the commencement of the official year."

WE learn from Rajcote that the myriads of locusts which appeared a few days ago in the northern districts of Kattywar, have destroyed most of the standing crops, and that consequently there has been a sudden rise in the price of all descriptions of cereals. In the other districts of that province, bajree, the staple food of the high and middle classes of natives, sells at Rs. 80 the khulsee of sixteen pucka maunds.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 8TH OCT., AFT.

The Liverpool Cotton Market to-day was quiet and prices were dro opin.

Fair Dhollera 9¾d.

The Manchester Market is flat, and there is little doing.

7 lbs. Shirtings 9s. 1½d.
8½ lbs. ,, 10s. 7½d.
40's Mule Twist 1s. 3¾d.

ARRIVALS FROM BOMBAY—Royal Alice, Foam, St. Fillans, Carlisle, Sapphire, Edinburgh, Glencora, Silga and Ardennis.

AFGHANISTAN.

MATTERS are assuming a different aspect in Afghanistan. We learn by our Cabul correspondent's letter, which brings advices up to 27th September, that there has been a rebellion in Khelat, and that the Taukhee tribe under their chief, had taken possession of Khelat. Sirdar Mahomed Yakoob Ali Khan with troops, had been ordered by Ameer Shere Ali Khan to march for Khelat without delay. Sirdar Mahomed Ibrahim Khan, the late Governor of Herat, had returned from Hazara to Madan and was preparing to leave for Turkistan, where news had been received that the Russians were going to march against that place.—*Delhi Gazette.*

THE PROPOSED SWIMMING BATH AND RACQUET COURT.

A VERY full meeting of the members of the Swimming Bath and Racquet Court Committee took place yesterday afternoon at the Town Hall. The following gentlemen were present—General Stock, Mr. C.E. Chapman, C. S., (Chairman), Mr. Justice Melvill, Colonel Fuller, Mr. H. Cleveland, Mr. F. Turner, Captain White, R. E., Mr. H. P. LeMesurier, Mr. C. H. Reynolds, Mr. A. Hay, Mr. T. Taylor, Mr. E. M. Fogo, Mr. E. Morriss, Mr. F. J. Oliphant, Mr. A. Craigie, Mr. P. A. R. Oldfield, and Mr. F. Souter, C. S. I.

The principal object of the meeting was to consult with Colonel Fuller and agree on a site which he would be prepared to recommend Government to grant, agreeably to the Government resolution conveyed in their letter to the committee, dated 6th August last.

During the discussion which followed three sites were named—1st. near the Commodore's Bungalow ; 2nd, on the Esplanade, near the cricket ground ; 3rd, the oval opposite the Bombay Club. It was proposed by Mr. Cleveland, and seconded by Mr. Reynolds, "That it be left to General Stock, Mr. Chapman, Captain White, and Mr. LeMesurier, to confer with Colonel Fuller and agree on a site for the approval of Government."

The honorary secretary stated that one hundred and eleven applications had been sent in for certificates, representing Rs. 24,000, and many of the applicants had promised additional subscriptions. Several gentlemen also who had not sent in applications promised to do so as soon as the grant of a site had been officially received from Government.

BOMBAY RACES—1870.

ENTRANCES ON 1ST SEPTEMBER 1869.

BYCULLA CLUB CUP.

Mr. Field's ... b a h Secunder.
,, ... b a h Sunbeam.
,, ... g a c Grey Warrior.
H. H. Aga Khan's ... g a c Sirmast.
,, ... g a h Khusro.
,, ... g a c Sumshad.
The Queen's Own na. ... b e b m Eruption.
,, ... c e b f Barh Helen.
Mr. Ferris' ... b e b g Shamrock.

THE GALLOWAY PLATE.—(For all Maiden Galloways.)

H. H. Aga Khan's ... b a g Shere Ali.

THE FORBES STAKES.

The Queen's Own ... b c o l. m Milliner.

THE DERBY.

The Queen's Own ... c e b f Barh Helen.
,, ... b c Barh King.
Ali Asker's ... g a c Child of the Island.
,, ... g a h Hanjee.
H. H. Aga Khan's ... g a c Sirmast.
,, ... g a c Sumshad.
,, ... b a g Shere Ali.

THE COLTS' PLATE.

The Queen's Own ... c e b f Barh Helen.
,, ... c e b c Barh King.
Ali Asker's ... g a c Child of the Island.

THE SECUNDER CUP.

H. H. Aga Khan's ... g a c Sirmast.
,, ... g a c Shumshad.

THE GALLOWAY PLATE.—(For all Galloways.)

H. H. Aga Khan's ... b a g Shere Ali.

F. F. ARBUTHNOT, Hon. Secretary.
Western India Turf Club.

12th October, 1869.

A DIVORCE CASE AT UMBALLA.

WE hear that an important case, by no means devoid of interest, is at present pending in the Court of the Additional Commissioner of Umballa. The plaintiff, an officer of high standing in the army, seeks the assistance of the Court to annul the holy tie of matrimony which the church contracted for him some years ago and the co-respondent is a nobleman who was formerly well known at Simla and is at present a member of the House of Commons. We need hardly say that Lord William Hay, late Deputy Commissioner of Simla, is the gentleman to whom we allude. The plaintiff is Lieut.-Col. Gordon, who charges his wife with having committed adultery with the co-respondent and "divers other persons on divers other occasions."—*Indian Public Opinion.*

THE CHOLERA AT PESHAWUR.

WE regret to learn that cholera is still at Peshawur. Up to the 3rd instant there had been cases daily in most of the native regiments. Nor were the European corps quite clear of the pestilence.

Fifteen deaths in the city were reported on the 1st, and twenty-five on the 2nd instant.

H. M.'s 104th are now in camp upon the Cherat Hill.

Just before going to press we hear further of the deaths of two officers in the persons of Dr. Bell of Her Majesty's 36th Regiment, and Captain Chalmers of the 19th B. C., who succumbed there recently to the prevailing epidemic. The former, well known for his kindly manners and courteous bearing, died at his post in the discharge of his onerous duties, in the very prime of life, and amid the tears and regrets of all who knew him, and it is painful to hear that his wife and family are said to be on their way out from England to rejoin him in this country. The latter, whose name was lately somewhat prominently before the public in connection with an offence for which he was tried by court-martial at Rawul Pindee, is said to have contracted the disease while attending on a boy whom he had brought with him from Abyssinia, and who has survived his master, died of the same complaint, and both lie buried in one of the teeming cemetrics of that "white Man's grave" of the frontier. The disease was said to be in abeyance or declining, and not a day too soon if all we hear of its ravages be true. It is said that the 36th alone has lost upwards of 120 men, and that the 104th lost 75, besides a number of women and children, amounting in all, we hear, to some 95 or 100 souls. Our correspondent did not know the numbers who had succumbed in the Artillery, but if they are in any proportion with the losses just referred to, they must be considerable, and we do not think we are at all overstating the figures when we say that some 250 Europeans have died under the influence of the terrible scourge with which that station has been recently visited. If things go on as at present it will soon become a question whether it will be worth while keeping the country at all under such circumstances and at such a sacrifice.—*Delhi Gazette*, Oct. 9.

BOMBAY.

HIS HIGHNESS THE FULTUNKER arrived here on Saturday last on a visit to His Excellency the Governor.—*Poona Observer*, Oct 12.

DEATH FROM SNAKE-BITE.—A Hindoo girl named Rubbee died yesterday at Parell in consequence of injuries received by the bite of a snake.

FOUND DROWNED.—A Coroner's inquest was held on Monday last at Sewree concerning the death of one Hurry Sabajee, who, in the opinion of the jury, had met with his death accidentally by being drowned in a tank.

SATTARA.—It is said by a native paper that the people of Aste, in the Sattara collectorate, have resolved to subscribe a sum of ten thousand rupees among themselves in aid of the construction of a large tank for supplying drinking water in that town.

THE s. s. HIMALAYA, Captain Atkinson, sailed yesterday with the following passengers :—For Calicut—Mr. and Mrs. Loathes, Miss Coswell, Mr. and Mrs. McCulloch and Mr. and Mrs. Barlow, C. S. For Galle—Mr. F. Jones. For Colombo—Mr. Dunlop and 19 deck passengers.

COLONEL RAINES, C.B., 95th Regiment, who was for some time in charge of the divisional command of the Poona division of the army, has, we observe, received permission to travel on the continent for the benefit of his health, and to witness the autumnal manœuvres of the Austrian army at Vienna.—*Poona Observer.*

THE CONVICT BALANCORE.—We hear that the Superintendent of the Poona jail has addressed a letter to Government, requesting that the convict Balancore, who seems to have determined to put an end to his life by any means, be transferred from the Poona jail to the Bombay House of Correction.

MILITARY MOVES.—We understand that it has been positively settled, in spite of the famine and dearth in Guzerat and Rajpootana, that the 3rd Cavalry are to relieve the 1st Bombay Lancers as previously ordered, and that instructions have been received by the 3rd Cavalry to commence their march on the 15th instant. The infantry moves, however, appear still to be held in abeyance.—*Poona Observer*, Oct. 12.

THE TESTIMONIAL TO SIR A. GRANT.—We are requested by the Secretary of the Grant Testimonial Fund to intimate to the subscribers of the fund that rupees three thousand one hundred and odd have been remitted to Sir Alexander Grant, who has kindly consented to look after the execution of the life-size portrait. The balance is in the Bombay Bank and remains undisposed, pending negotiations with the committee at Poona who have collected a separate fund, a part of which also remains undisposed.—*India Prakash.*

WIDOW-MARRIAGE EXCOMMUNICATIONS.—As predicted in our last, the so-called excommunication of the eighty-three protestors in connection with widow marriage excommunications has brought a continuation of the protest from fifty-two more. The orthodox party has now begun to see the folly, indiscretion, and iniquity of its own leaders. Along with this glad news we must also give the sad one. A few defections have been declared in the band of the eighty-three, and, what is more wonderful and inexcusable, of men of independent position and recognized status who have everything to lose by such conduct.—*India Prakash.*

HOSPITAL APPRENTICES.—Under the operation of para. 43 of G. G. O. No. 332, dated 17th June 1868, the undermentioned hospital apprentices, having passed the requisite examination, are promoted to assistant apothecaries, with effect from the 23rd September 1869, to fill the vacancies specified opposite their respective names :—Edward Richard Freeman, No. 150 vice D. J. Cunah, No. 89, deceased, Jan. 1868 ; Justinian Menezes, No. 171, vice Lobo, No. 58, promoted, Feb. 1868 ; Anthony Philip Fernandez, No. 176, vice G. Higgs, No. 58, promoted, Feb. 1868 ; Caetano Pereira, No. 182, vice J. Bryce, No. 56, promoted, April 1868 ; Peter Burretto, No. 176, vice F. Pinto, No. 91, deceased, Oct. 1868.

THE LOCUSTS.—As all hearts are rejoicing throughou Guzerat and Kattywar, owing to the plentiful fall of rain, such as had not fallen during the last few years, the mournful intelligence is conveyed to us that an enormous army of locusts has appeared, destroying hundreds of smiling fields, richly loaded with corn both in the Ahmedabad and Kaira zillahs. Were it not for the rapid importation of grain which the railway has effected for Ahmedabad, the present scarcity would have assumed a far more serious form. At Kaira the locusts have been the cause of the death of two persons—the fatal end of a quarrel between two parties of cultivators, one of whom persisted in driving a heap of these creatures from his own fields, which then entered the fields of the criminal party.—*Guzerat Mitra.*

WEATHER REPORTS.

CARWAR, 12th, 9-15 A.M.—Weather fair, wind light variable, thermometer 80, barometer 30·01.

VINGORLA, 12th, 10 A.M.—Weather clear, wind south-west moderate, thermometer 87.

CANNANORE, 12th, 10 A.M.—Weather cloudy, wind south-west moderate, thermometer 77, barometer 29·930, rainfall 4 cents.

TUTICORIN, 12th, 11-2 A.M.—Weather cloudy, wind west, thermometer 86, barometer 29·90.

MANGALORE, 12th, 11-50 A.M.—Weather fine, wind west south-west, thermometer 82, rainfall 34 cents.

INDO-EUROPEAN TELEGRAPH.

THE following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening :—

United Kingdom, via Russia, 9th and 11th October.
Continent of Europe, via Russia, 10th October.

THE time occupied in the transmission of messages to Bombay from 8 P.M. of the 11th to 8 P.M. of the 12th October is as follows :—

	To Bombay	Max.	Min.
From Kurrachee	40	43	0
,, Calcutta	42	51	21 2
,, Madras	8	51	0 53

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—For Sub-Lt. Bell, ship Euphrates, from Rhandya. For Hormusjee, from London.

IMPORTATION OF AUSTRALIAN HORSES

THE Messrs. Learmonth have landed another large lot of Australian horses in Bombay. Since their last visit here they have taken cargoes to Calcutta and Madras and lately they have been providing a lot for Bombay. From a very large district around Melbourne they made a selection of nearly two hundred young horses and have just landed them at Bombay. They sailed on the 6th August in the new ship The Douglas which they had chartered and specially fitted up. The live cargo consisted of 168 horses, carefully fastened in and tended by a gang of men. During the voyage 19 horses died. Bombay was reached on the 9th instant, and the remaining 149 were got ashore after many a plunge and many a kick. Two have died since landing and some more are apparently "past redemption ;" but among the survivors there is many a noble frisky beast. Cribbed and confined as they have been during the long sea voyage, here a nasty scar and there a disfigured tail is a matter of course, but time

SUIT AS TO COMPENSATION FOR TOWAGE.

On Thursday last a suit was commenced in the High Court, before the Hon'ble Mr. Justice Westropp, for compensation for service rendered by a steam ship in towing into port another steamer the engines of which broke down whilst at sea. The plaintiffs in the suit are Messrs R. K. Rathbone, W. M. Moss, J. H. Todd, and another, merchants, residing in England, owners of the British s. s. Gunga, represented in Bombay by their agent, Mr. Geo. Alvah Kittredge, merchant; and the defendant is the Right Honorable the Secretary of State for India in Council. The suit was brought to recover Rs. 60,000 for services rendered by the s. s. Gunga in towing the s. s. Madras to Aden.

Counsel for the plaintiffs,—Mr. Marriott and Mr. McCulloch, instructed by Messrs. Acland, Prentis, and Bishop.

Counsel for the defendants,—the Advocate General and Mr. Green, instructed by Mr. Hearn, Government solicitor.

In the written statement for the defendant, it was admitted that the owners of the Gunga were entitled to reasonable recompense; but it was contended that a very much less sum than that claimed would be a fair and reasonable compensation; that the services rendered by the Gunga were of the nature of towage only, and not of salvage services, and that Rs. 12,000 was a reasonable and adequate remuneration in respect of such services.

Mr. Marriott opened the case for the plaintiffs. He said that by a charter-party dated 17th February 1868, the Right Hon'ble the Secretary of State for India in Council had agreed with the Peninsular and Oriental S.N. Company to charter the screw steamer Madras, of 1,185 tons burthen, and 274 horse-power, as a transport in connection with the Abyssinian Expedition, at the rate of Rs. 26,070 per calendar month. The charter-party provided that the ship should "with all convenient speed sail and proceed therewith direct and without stopping at any intermediate port of or place (unless desired so to do by the instructions hereinafter mentioned) to such place or places according to such instructions as the master shall receive from the Right Hon'ble the Governor in Council of Bombay, or the Superintendent of Marine, or other officer empowered * * * * * for the purpose, or the officer to be appointed as Transport Agent," &c.

Mr. Justice Westropp enquired whether there was any question as to the liability of the defendant to pay whatever compensation the Court might award?

Mr. Marriott said there was not. The coals consumed by the Madras were to be paid for by the Secretary of State, and the plaintiffs submitted that that fact formed an item which ought to be taken into account, in considering the value of the services rendered. On the 22nd March 1868, under directions given to Captain Coleman, who was the officer in charge of the ship, the Madras proceeded on the voyage from Bombay to Aden, taking in tow the ship St. Bernard, another ship hired for the service of Government, and laden with coals. The ships had proceeded on the voyage as far as about half way between Bombay and Suez when the pinion shaft of the Madras's screw broke, the accident being attributable to the severe strain which it had undergone whilst the Madras was engaged in towing the St. Bernard, and, previously, other vessels. Of course that fact showed what the risk to the Gunga was when she undertook to tow the Madras into Aden harbour. The directions which Captain Coleman, of the Madras, had received from Captain Young, the Superintendent of Marine, on the 21st March, were —"On the receipt of this, being in every respect ready for sea, and having embarked such of the followers, stores, and post-office mails as may be allotted to your vessel, and taken in tow the ship St. Bernard, you will put to sea in the hired transport Madras under your command, and make the best of your way to Aden, where, on arrival, you will report yourself to the agent for transports; attending to such instructions as you may receive from that officer. On your arrival at Annesley Bay, you will report yourself to Captain Tryon, R.N., Principal Agent." Well, the two vessels proceeded on the voyage until 1-20 a.m. on the 26th of that month, when the pinion shaft of the Madras broke. Upon that the transport officer in charge, Staff Commander Haines, R.A., directed Captain Coleman to cast off the St. Bernard and to get the Madras into the track of steamers with the view to obtaining assistance from the first steam-ship available. On the evening of the 28th March, at about dusk, the Gunga was sighted by the Madras, which sent up rockets and burned blue lights to signal the former. The Gunga's course was altered, and at the request of Captain Coleman she took the Madras in tow, and towed her to Aden, where the two vessels arrived on the morning of the 3rd April. It would appear that the Gunga towed the Madras for six days, and that if the Madras had not fallen in with the Gunga, the Madras would have taken twenty-one days or a month to make the voyage from the time when her engines broke down; and of course that was a very material consideration, when His Lordship remembered that the Madras was going on a very important mission, carrying letters for the expedition, three officers, and a large number of camp followers, and ten lacs of treasure intended for the pay of the troops engaged in the campaign. His Lordship would see that at any rate, according to the most moderate computation, fifteen days' time was saved to the Madras through her having been towed in by the Gunga. Upon the other hand, too, the Court would take into consideration this fact, that the Gunga belonged to a Company whose express object was to convey passengers and cargo with the greatest possible despatch between Bombay and Europe; and that from the circumstance of her being a ship of considerably less horse-power than the Madras, the plaintiffs' ship was delayed on her voyage for two days.

Mr. Justice Westropp asked if the Madras had any troops on board.

Mr. Marriott said no troops had been on board, but there were two military officers and a large number of camp followers. Besides, there was valuable treasure, stores, and 160 bullock-carts for the purposes of the expedition. The Gunga was freighted with a cargo of cotton valued at £70,000, and the result of the services she rendered to the Madras was that her own cargo was considerably delayed.

Mr. Justice Westropp—No action has been brought against you for the non-delivery of the cotton?

Mr. Marriott—No, but the result of the delay she experienced was that there was considerable loss on the sale of the cotton. It was a critical season as to the cotton market.

Mr. Justice Westropp—You mean that the delay damaged your character as carriers?

Mr. Marriott—Yes. One firm said it would never send any more cotton by us.

Mr. Justice Westropp—The firm must have been very unreasonable if it imagined that its cotton was to be considered in preference to the safety of a valuable ship.

Mr. Marriott said he was told that it was Messrs. Ritchie, Steuart's firm that made the intimation. He might here mention that at the particular season in question, the plaintiffs did not allow their ships to stop at any port between Bombay and Suez excepting Aden, their object being to save as much time as possible. Well, the result was that the passengers and cargo of the Gunga were detained two days and a half, causing very considerable dissatisfaction to one, at least, of the principal consignees. Then there was a corresponding detention of the steamer Luxa on the other side of the Isthmus. The Luxa was the steamer by which the passengers and cargo of the Gunga were to be conveyed from Alexandria to England. For this Mr. Marriott contended that his clients were entitled to substantial compensation. On the other hand, the defendants put their case in this way, that the plaintiffs were not entitled to any greater amount of compensation than the owners of a mere steam tug would be. As against that, of course the Court would consider the peculiar circumstances under which the work was done, and the risk undertaken. He thought the plaintiffs would be able to show that the amount of pecuniary saving to Government, from the assistance rendered to the Madras by the Gunga, was such as to entitle the plaintiffs to say that the offer made by Government in settlement of the claim was altogether inadequate. Now the amount payable by Government for the hire of the Madras was Rs. 26,070 a month. By the lowest computation, the saving of time in the passage of the Madras, from the aid given by the Gunga, was half a month, so that half a month's hiring was saved to Government; in addition to which, during the time the Madras was being towed of course her coal was saved; then, too, there was the saving of the food of her passengers and crew. The whole of the actual pecuniary saving to Government amounted to Rs. 27,260. Had the Madras been using coal, she would certainly have burnt fifty tons a day, and that at Rs. 40 per ton, the price paid by Government, would be Rs. 8,000 at the very least. Then, the value of the food of the passengers and crew which would have been consumed in the fifteen days saved would have been Rs. 4,350. Then by saving fifteen days' time the money on board had been utilised to Government, and at four and a half per cent. the interest on the treasure for the fifteen days would amount to Rs. 4,315. Thus he contended that the total pecuniary saving to Government was Rs. 27,260. They had put the figures exceedingly low, and they had based these calculations on those of the defendants' own witnesses. But these figures made no account of the services rendered to Government by the acceleration of the passage of these camp followers and the treasure, and that was of importance because at that time it was rather anticipated the campaign would last for some time, and that the return of the expedition would not take place till October, after the end of the south-west monsoon. Then, on the other hand, the owners of the Gunga had suffered considerable pecuniary loss, for in consequence of the towage she was detained two days and a half on her passage, and during that time she expended extra coal, the value of which was estimated at Rs. 3,487, whilst the extra cost of wages and provisions for the two and a half days was Rs. 4,190. So the pecuniary recompense the plaintiffs were entitled to amounted to Rs. 33,260. Perhaps his learned friend would say that the services rendered were merely towage services and did not amount to salvage at all, but upon that point, there were many cases which would show that plaintiffs were entitled to salvage. The learned counsel then quoted the case of the P. and O. s. s. Ellora (reported in *Lushington* 550 and the *Law Journal*). Whilst on the passage from Malta to Southampton the Ellora's engines broke down and her mails were transhipped to another steamer which conveyed them to Southampton. The value of the Ellora and her cargo was £50,000 and the Court awarded £1,200 as compensation to the owners of the ship which conveyed the mails to England. Here, the value of the Madras and her cargo was about three times as much as that of the Ellora. The case of the Ellora was a parallel one to the present, as having an important bearing upon the amount

I compensation to be awarded, [illegible] dered assistance to the Ellora [illegible] for three days, whereas, the Gu[illegible] twice that time, and the cargo and value of the Madras was three times that of the Ellora. The value of the Madras and her cargo was £150,000. So if the Court would take double the time occupied in the case of the Ellora and treble the value, His Lordship would see that the plaintiffs were entitled to £7,200. His Lordship would take into account the greater expense for coals and the higher wages which have to be paid on this side. Now his clients had made a careful comparison of the expenses of a ship here and at home, and the result is that the expenses due was nearly four or six times as great as on the other side. The learned counsel then quoted and commented on the following cases:—*Pritchard's Admiralty Digest*, vol. ii., para 400, page 776 (the "Mary" 1 W. Rob. 457); para 407, *Pritchard* ditto, (the "H. M. Hayes"); *Pritchard* ditto, para 409 (the "Union," 3 Irish Jur., N. S., 462); *Pritchard* ditto, para 410 (the "Charlotte," 3 W. Rob. 716; Notes of Cases 299); *Pritchard* ditto, page 780 (the "Reward," 1 W. Rob. 174).

Captain George Albert Hanscom, commander of the s. s. Neera, was examined. He stated that he had made 15½ voyages from Bombay to Suez and back, or 31 trips, and from his experience he should say that, taking into consideration the winds likely to prevail at the period of the year when the Gunga took the Madras in tow, the Madras would have taken certainly not less 30 days to get into Aden under sail from the place where she were taken in tow. The fact of the Madras having her screw attached would affect her steering powers.

Mr. George Alvah Kittredge, of the firm of Messrs. Stearns, Hobart and Co., the agents of the plaintiffs in Bombay, was next called. He said that time in making the voyage from Bombay to Suez was of considerable importance to the plaintiffs. On the voyage in question, the cargo of the Gunga and its value was—4,292 bales of cotton, £70,120; 253 packages for Aden, £5,000; 27 packages for Suez, £900; 9 packages for Constantinople, £200; and 135 packages of sundries for London and Liverpool, £1,000. The ship was worth £30,000, so that the entire value of the ship and cargo would be £107,202. March was the very height of the season for shipping cotton from Bombay to Europe, and it was very important that the cotton should get to Suez in proper time.

This closed the evidence for the plaintiffs.

The Advocate General was allowed to call Mr. Henry Bell Thompson, first officer of s. s. Sumatra, before making his opening speech, as the witness was anxious to get on board his ship, which was to sail on the following day.

Mr. Thompson said that in March 1868 he was chief officer of the s. s. Madras. In the first 24 hours after the pinion shaft of the Madras broke, she sailed 46 miles, and by noon the next day she had made 26 more; the wind was very unfavourable, and the 26 miles were not made in the direct route for Aden. He thought if the Madras had continued to sail instead of being towed from the time she was taken in tow, that she would have been a fortnight in getting to Aden, for the season the wind was very exceptional; he should have expected a breeze from the N. E., whereas what they had were S. and S. W. breezes. The Madras was not in the slightest danger when she was taken in tow.

Mr. McCulloch then put in the charter party and several letters, which were read. In one of these, Captain Robinson, Superintendent of Marine, offered to pay the plaintiffs Rs. 2,000 a day for the six days the Gunga was employed in towing the Madras.

Captain Herbert Bonfellow, who had commanded the Gunga on the voyage in question, was then examined, and gave evidence, which corroborated Mr. Marriott's opening statement.

The Court then adjourned till next day, when

The Advocate General opened the case for the defence. He said this was only a question of the amount of remuneration the plaintiffs were entitled to receive, for no doubt they were entitled to some compensation. The first question which would have to be determined was whether the service which was rendered was a salvage service or a towage service. In a former case it appeared by authorities that remuneration for salvage was more liberal and on a different scale than remuneration for towage. In a case of towage persons were entitled to a reasonable compensation for the labour which they had expended, and the stores which they might have consumed in the course of that labour; in the case of salvage it was more liberal and on a different scale, because the Court looked upon it as a saving property which otherwise would not or might not be saved. He contended first that the service rendered in this case was really a towage service, and not a salvage service; and secondly, that however the service was viewed the remuneration which had been offered, Rs. 12,000, was sufficient remuneration. Several authorities in support of the plaintiffs' case had been cited by his learned friend, and he would refer to others, nearly all of which were to be found in *Pritchard's Admiralty Digest*. The following cases were then quoted from Pritchard and commented on—case stated at p. 776, vol. II.;—case of the ship "The Mary," page 401 vol. I.; the "H. M. Hayes," "Nomine," "Golden Light," and "Anapolis" 5 L. T. (N. S.) 39; 1 Lushington, 355: The "Union," 3 (Irish) Jur., (N. S.), 462: the "Charlotte," 3 W., Rob. 716, Notes and Cases, 299. After citing the case of the "Clifton," and one or two others, Mr. White quoted para. 453, page 780 *Pritchard's Admiralty Digest*:—"Mere towage service is confined to vessels that have received no injury or damage, and mere towage reward is payable in those cases only where the vessel receiving the service is in the same condition she would ordinarily be in without having encountered any damage or accident." (The Reward, 1 W. Rob. 174; the "Charles Adolphe," Swabey, 153). The Advocate General in continuing said the very word "salvage" meant the saving of something. The doctrine laid down broadly in these cases was that there was salvage where there was a probability of the destruction of a vessel unless the services of another ship were rendered to her. Having remarked further on the cases quoted, the learned gentleman concluded by saying, the amount of remuneration which the plaintiffs claimed, Rs. 60,000, seemed preposterously large. It was true the Gunga was delayed by the service she rendered, but she was not taken off her voyage, and in any case must have gone to Aden.

Captain Robinson, Superintendent of Marine, deposed that it was through him the offer of Rs. 12,000 was made to the owners of the Gunga for towing of the Madras on 1st August 1868. He did not in a matter of this kind base his calculations on his own experience only, but he naturally consulted some officers of experience and gentlemen connected with the service who were supposed to have experience; and on the opinion of his own officers and his own, his offer was based on certain rough calculations. He reckoned that the ship was detained 2½ days on Government account and also that the rates had been paid for steam transports was very high—in fact whether justly or unjustly a very considerable amount of comment had been made on it, and at that time they were made aware it was considered by many people the rates they paid were considered too high—and bearing this in mind they thought if they paid her the daily rate which they paid a transport of her size it would cover all her expenses and probably give remuneration. Taking the expenditure and the rates she would have to pay they thought the expenses for payment of the ship should be Rs. 1,000 a day for three days and the payment for coal, Rs. 1,000 a day. Then in case they had overlooked anything, and in consideration of the services to Government, they tested that in another way—reckoning she was actually helping Government for six days they gave Rs. 1,000 a day—which would cover the ship's expenses—and Rs. 1,000 a day for coal. The general rates at the time were from Rs. 21 to Rs. 27 per ton. The rates were high, and though no shipowner perhaps would admit that to Government the officers were aware of it.

The Judge—Mr. Kittredge has admitted it was a high rate.

Witness—I wished to mention that in making this offer the Marine officers had no desire to stint the Company; but they felt it was their duty to Government that while they should make an offer which was not to stint the Company, it should be one which was not extravagant—for it was a matter as to the disposal of public funds regarding which they had to advise the Government. From his experience and from what he had heard of the winds and sailing qualities of the Madras and the time taken by sailing vessels he thought the Madras in sail only would have reached Aden from the place where the Gunga took her in tow in a fortnight or at the outside three weeks. It was not of importance that the Madras should get on, but the St. Bernard which she had in tow was carrying cattle for carriage, and it was of the greatest moment to get them to Abyssinia.

Mr. John Muckleray, chief engineer, Dockyard, was then examined, giving it as his opinion that the quantity of coals said to have been burned on board the Gunga was excessive.

The Court then adjourned till Monday morning, when Captain Parish, acting superintendent of the P. and O. Company, was examined. In the course of his evidence he said he thought the Madras could have got to Aden from the place where she broke down in seven or eight days.

Mr. Marriott having addressed the Court at some length, referring to the evidence and to the cases quoted,

His Lordship asked—If this is a salvage claim, how about the master and crew?

Mr. Marriott—We want to include that in the same award, and your Lordship will distribute it.

His Lordship—Are you prepared to go into the argument as to the proportions?

Mr. Marriott—Not at present.

His Lordship—The master and crew are not parties in this suit, and I am bound to take their rights into consideration. I am not to pay you over the money. How are they not constituted parties?

Mr. Marriott—I don't apprehend it is necessary that they should be. The suit is brought by the registered owners.

His Lordship—All your arguments have been based on a claim of remuneration for the owner, and until I suggested that there were such persons as the master and crew, I heard nothing of them.

Mr. Marriott—Your Lordship after making the decree could give directions as to the sum to be awarded to the owners, and what was to be given to the officers and crew. In the case of a steam vessel of this sort the latter would be very small.

His Lordship—When you were offering to take Rs. 30,000 you did not intend to give them anything; you were only considering what the company should have. If this was a salvage case your agreement would not deter them, unless they authorised you to act for them. No agreement you entered into with Government would bind them. There are numbers of cases to that effect.

Mr. Marriott—Yes, my Lord.

His Lordship—I must look it up, and see if the suit is properly constituted. I don't see that you hold any authority from the master and crew to take these proceedings for them.

Mr. Marriott—The captain has been here throughout the day.

His Lordship—Where are the crew?

Mr. Marriott—They were a native crew; it is impossible now to find out where they are.

His Lordship—It certainly may be difficult to find them, but I must see that the money goes to those who are entitled to it; you may argue the case to be salvage and not towage.

Captain Bonfellow at this time came into Court and said that he was quite agreeable that the owners should bring the suit and was ready to be bound by such final decree as might be made by the Court.

His Lordship then adjourned the matter to Friday: [illegible] that in the meantime Mr. Marriott [illegible] the law bearing upon the reconstitution

SIND.

(FROM A CORRESPONDENT.)

KURRACHEE, 6TH OCT.

Since the conquest, or even by the oldest inhabitant who tasted of the former rule, it has never been known to have rained so much as during the past two months. I may say from the commencement of the year there has hardly been an intermission of six weeks. Since the latter end of July, however, we have had almost a continuation of wet days, the wind veering to all sides and occasionally blowing with such violence as to cause serious apprehensions in the minds of a very large body of house proprietors for the safety of their possessions. Not a small number of houses have come under the term "a heap of ruins," while many others have been reduced to a dangerous state by the cutting showers. The lesson of 1865, with that of the current year, has caused many to look to the proper side of economy, as all renewals and repairs now going on are of substantial material—which here means stone and mortar;—the former, from the excessive quarrying caused by the large contracts given out by Government, has been placed more in reach than formerly. Indeed the decoration of many a compound with a stone wall, it will generally be admitted, is due to the existence within the past few months of a spacious Scotch Church, family and other buildings in the Somerset Lines and stately barracks in the Napier quarter. The unusually wet weather has been extremely favourable to sportsmen—Manton Cosswell, Westley Richards, Hollis and Browne, and a host of others, have been well tried this year. With the opening showers of July florican showed themselves in unusual numbers, but seemed by no means at home; this accounts for the largest bag not exceeding seven for the season. They were soon followed by quail—the best shooting being 31 brace in four hours. The dripping showers and high winds just as they began to show a good appearance had the effect of scattering the little visitors and rendering a morning's work tedious with 13 brace. Squatters in the neighbourhood of sporting patches declare that the birds suffered much from immersion. Grouse or rock partridge have given a deal of tame amusement. Aquatic birds have put in an appearance; a few snipe have already been turned over.

I have somewhere read of a move towards the establishment of game laws in India. Half a century hence will be time enough to think of any such enactment, and much will even then depend upon how India stands colonised. The carnivorous population must indeed bear a much larger proportion to others before game laws are rendered necessary. Until then the Arms Act with the Hindoo code of humanity is quite sufficient. I may state that what is now spoken of seems to clash with the opinion called for and expressed not more than four years ago, and which will be found without doubt in the archives of the chief Secretariat, on the necessity which had shown itself in several localities for the destruction of game.

Traffic between this and Kotree has been resumed, but it will be some time before the permanent way is pronounced opened for the third or fourth time. From end to end (105 miles) the Sind Railway Company are in for another three or four lakhs. So much for the guarantee system!

After much patient waiting the civic administrators have, by a special meeting, treated us to a secretary and surveyor, vice Mr. E. Nash, retired. Eleven candidates were enrolled but four only brought forward. The amusing part of the proceedings was a servant voting for a master. Commendable gratitude certainly! but as the meeting was not convened for the benefit of friends or masters, and public men saw and felt that they were responsible for their public acts, Mr. Gompertz was elected secretary and surveyor on Rs. 750 a month to start with, yearly increments of Rs. 50 up to a thousand a month depending on the satisfaction he gives. Nine-tenths of the community are highly pleased with the strict scruples by which the majority of the committee were guided in appointing a successor to Mr. Nash.

It is announced that the steamer of the 13th instant will take from our shores one of the most experienced revenue officers Sind at this moment possesses. Colonel Lambert from the earliest period of British rule here has taken an active part in the revenue and canal management of central and lower Sind. His great local experience and sound judgment won for him the confidence of every officer who stood at the head of affairs. The poor cultivator will miss the man who was ever ready with devices for improving the condition of the country, while Government lose a valuable advocate.

UMRITSUR.

We understand that the Government of India has appointed a Commission to enquire into the causes of the outbreak of cholera at Umritsur this hot season. Colonel Young, R. E., has been nominated as president; Mr. Palmer, C. E., and the Sanitary Commissioner of the Punjab as members. We shall be astonished if we do not hear a good deal about the very faulty drainage of the city; and, although lacs of rupees have been spent on it, a rumour is prevailing that an entirely new system of drainage will have to be laid down. The D. P. W. will most probably have a good deal to account for to the Commission; besides, possibly, being called upon to show how it happens that the system of drainage, which is of recent construction, is so preeminently defective.—*Delhi Gazette.*

SOLVING OF THE TERM "FIRM."

The definition of the term "firm" not being clearly understood by Mr. R. J. Melville, acting Collector of Nellore, he asked the Board of Revenue to inform him whether the term included ryots holding a joint puttah on the Vissabaddy system. Mr. Melville states that the strict legal definition of the word as given in "Smith's Mercantile Law" would include joint puttahdars. He further adds that the more popular definition given in *Webster's Dictionary* would not do so in his opinion; and also that the word does not occur in the former Income Tax Act and appears to have been adopted from the Licence Tax Act. The Board in reply informed this gentleman that they were of opinion that the term "firm" does not include ryots holding a joint puttah, unless they cultivate the whole land in common with common capital, and share the whole profit and loss.—*Madras Mail*, Oct. 4.

AN IMPORTANT INVENTION.

We are informed that Captain Ross of the Artillery has obtained Her Majesty's letters patent for a composition which, applied to the clean surface of iron or other metals, *chemically* combines with it to form, in the case of iron, a coating of *iron itself*, but changed in character, which will not rust or oxydize, even if steeped in water for a week. This discovery has been officially submitted by the inventor to His Excellency the Commander-in-Chief, and the Deputy Adjutant General, Royal Artillery, himself experimented on some delicate steel articles sent by putting them in the rain and keeping them out on the wet grass all night, which ordeal they sustained without a speck of rust. It is hard to say what trade will *not* benefit by this discovery, and in all probability the lucky inventor will make his fortune. The composition is so delicate that it can be applied even to the finest needles and small clockwork wheels. Watch springs are not affected as to elasticity &c., in the least by it, and will never rust after its application; nor does it affect, but if anything improves the temper of knife or sword blades. It turns the surface of steel implements to a whitish grey colour which is equally receiving almost as high a polish as steel itself.—*Delhi Gazette.*

MR. KRISHNARAO GOPAL'S EXPERIENCES IN LONDON.

"Indu Prakash" gives an extract from a letter from Mr. Krishnarao Gopal Desmook to his father, superscribed "85 Hereford Road, Bayswater, London, 10th September 1869." Our readers will remember previous epistles from the same young gentleman. In the present one he speaks of the weather as "very delightful," "neither very hot nor very cold." He sends a copy of a paragraph containing some statistical information about London, and giving, amongst other things, some facts about the liquor drunk. Referring to it he says—

"There are many persons in this country who seldom, if ever, taste the best of drinks—cold pure water. They almost always allay their thirst by draughts of a bitter fluid called beer. We do not, however, suffer in the least although we drink water as plentifully and copiously as we did in India. The London water is not very pure and we are therefore obliged to use a filter.

"There is one peculiarity in the markets. We seldom see any one higgling or driving a bargain with many a previous dispute about the price of the article in question and wasting time and words for simply settling the value. The price is told by the seller once for all and in large transactions certain discount is allowed, but there is not the slightest necessity nor use in disputing the price. This is a great thing and saves much trouble and vexation. Another peculiarity is that there are parcel delivery companies, who convey parcels to different parts of London. So when one buys any number of things he has simply to pay the price and take a receipt or bill for the same, and ask the shopkeeper or shopkeepers to send the goods to such and such a place addressed to so and so. In the evening he invariably gets all his things carefully packed up and almost without any mistake or mishap. The shopkeepers are very courteous, intelligent and shrewd people. Every shop is a small college. Every one is granted his receipt or bill, everything is entered in the accounts, in many cases by girls, who are adepts in writing and keeping account."

"ANOTHER FRONTIER CAMPAIGN."

Rawul Pindee, 4th October.—The 16th Bengal Cavalry and a portion of the 24th P. N. I. leave tonight for Hazara, Oghie, or the Black Mountain, probably for all three places, so that correspondents may safely address letters to all or either of them, with a fair chance of addresses receiving their letters.

Another frontier campaign; another crop of honors for those who do nothing to deserve them; and another Punjabee farce: let us hope it won't have a worse termination than last year's, "march up the hill and back again," or Sir Richard Temple's financial statement.

Report here a short time since said that the Punjab authorities applied to the Supreme Government to be allowed to send up an expedition composed entirely of piffers and native troops, to establish a permanent cantonment in the Agror valley, or give up the valley altogether.

The first proposition appears to have been carried; the Punjab is again allowed to have its own way; an asinine way introduced and established by the greatest of all Punjabees, *i. e.*, do the work my way, or it shan't be done at all, not at least through me or mine. Me or mine meaning himself and all his Punjabee satellites.

The discipline he brought to perfection, worked at his will, has continued to work since and will continue to domineer, and be an incubus for evil on the province, until it is blest with a lieutenant governor other than a Punjabee, then and not till then will there be any chance of the dispersion of the "royal family of the Punjab" and of the introduction of a new system, which all having the good of this fine province at heart, must hope will be a better, or at least a more gentlemanly system than the one which it will succeed.

If piffers and native troops compose all the force sent to the Black Mountain, the result, the world may even now be certain, will be a thoroughly brilliant one, at least on paper.

There will be hard marching, much fighting, gallant deeds, great victories, and of course, no bribing of the tribes.—*Delhi Gazette.*

THE LOSS OF THE CARNATIC.

We append two passages extracted from an account from "a Madras passenger" of the Carnatic, published in the *Madras Times*:—

"There was nothing to be done but patiently to wait till the light of day could reveal to us our actual position, and the agony of those few hours of comparative darkness will never be forgotten by those who passed through that anxious and trying period. Not a cry was uttered, not an alarm raised by any of the passengers; even the ladies repressing their panic and trying to exhibit that calm fortitude and bright example, so often shown by woman in hours of danger. But during those hours of darkness and harrowing suspense, there were seen figures of men, who moved from side to side of the vessel and calmly surveyed the position they were placed in. Then followed the sharp and impatient walk up and down, with the fist clenched or hands bent together, showing the strong man in his agony as he became aware of his position, and his thoughts flashed back over the past and all most dear to him, and then forward to the dark and uncertain future before him. Then arose that short but fervent prayer, the intensity of which is only known on such an occasion. . . . . .

"The Seedies and native crew behaved most shamefully and went off to one end of the reef, where they began to ransack all the bales and boxes washed ashore, and refused to man the boats to come off to the wreck. When all were on the reef we began to drag the boats across the reef to the deep water, which lay between it and the island beyond. After considerable delay we all got off; but on reaching the island we found that it was surrounded by a coral reef too, and had to row up and down before we could get a comparatively safe landing place."

(*Delhi Gazette.*)

Had the Carnatic been built in water tight compartments, as every sea-going steamer ought to be, the lives of the passengers who have perished might in all probability have been saved. So provided, the vessel could not have sunk like lead in the depths of the sea. A water-tight compartment, properly constructed, may be submerged in rough weather for an instant, but must float again like a buoy. The Carnatic, swept away by a sudden wave from the reef on which it was grounded, went down bodily to the bottom of the Red Sea. Like the ill-fated Pacific, which disappeared in the Atlantic in 1841, she is supposed to have broken her back from the weight of the machinery amidship. This again shows the necessity of stowing a due proportion of the cargo in the bows and in the stern, under the fore-cabins and saloon. A well-built ship cannot break her back when her lading is what it ought to be. When the engines and boilers are fixed in the centre, and no counterpoise is placed in the other parts of the steamer, it needs no profound knowledge of engineering to foretell that a catastrophe must always be imminent. The P. and O. vessels are in general well provided and ably commanded. Accidents under the management of the company have been rare. But in this melancholy instance there must have been something wrong *somewhere*. At present the cause of the wreck does not clearly appear. We are left very much to conjecture. That there were no water-tight compartments, however, is evident from the result. These ought in every case to be regarded as indispensable; and so long as marine surveyors pass sea-going steamships without such arrangements, the travelling public (which now means all the world nearly) will have reason to withhold confidence and to complain.

WEATHER PREDICTIONS.

Mr. N. R. Pogson, the Government Astronomer, in an interesting letter with reference to Captain Saxby's weather forecast, says—

"It was far from an unreasonable inference that the attractions of the sun and moon, which produce so powerful an effect upon the waters of the ocean, should exert a similar influence upon the lighter fluid, air, and such is doubtless actually the case; but the small comparative density of the atmosphere accounts for our not being able to find a trace of lunar influence upon the weather. A steamer ploughing the sea at fifteen knots per hour produces a considerable commotion and swell in her track long after she has passed, while an express train rushing along at four times the speed makes only a momentary impression upon the air, and leaves no sign of its disturbing influence a few seconds after it has flown by. The moon when nearest the earth, *i. e.*, in perigee, draws up the waters of the sea with an amount of force greater than when at her greatest distance or apogee, in about the proportion of seven to five. The calculated results in the case of the tides can always be verified by actual observation, but no certain change of weather follows the moon's monthly passage through her apogee or perigee. At new and full we experience spring tides, the combined raising power of both sun and moon acting in the same direction; while at first and last quarter we have neap tides, when the attractions have become partially counteractive; but here again no corresponding change is to be found in the weather.

"A lingering belief clings to the mind about the influence of the moon upon the weather, and yet even with this bias in favour of such relationship repeated examination has shown it to be utterly untenable. We all know that a change will often occur either from fine to cloudy, or the reverse, about the time of new or full moon, but whether this is accidental coincidence or physical effect is mere matter of conjecture, and quite incapable of proof. It is very certain that on the 4th, 5th, and 6th instant the spring tides will be unusually high, but there is no reason to expect any storm wave or dangerous result therefrom. It is equally certain that at the next full noon, when she will be in the opposite point of her orbit and in apogee, the spring tides will be unusually low; and it would be just as reasonable to argue that the diminution of attractive power would then produce an atmospheric commotion as the increase. A continued watch is maintained at the Observatory, especial precautions being taken in the months of May, October and November, when storms are most likely to overtake us; and I need scarcely assure the public that should real danger at any time threaten Madras, I should be most eager to give notice of it as early as possible. The barometer may often fall rapidly and indicate disturbance at a distance, possibly sometimes in the higher regions of the atmosphere, without our experiencing its effects; but no great gale can come the approach of which will not be surely foretold by our faithful monitor at least twenty-four hours before its arrival in full force.

"What connexion, if any exists between the now recognized periodicity of magnetical disturbances and of the frequency of solar spots, and the meteorological condition of our planet remains to be investigated. Here possibly some interesting and important laws may await discovery, but at the present time nothing has been proved either in favour of or against the regulation of our seasons especially as regards the heat and rainfall the most likely results in which to trace such relation. At the present time, however, magnetical disturbances are few and insignificant and the sun is only beginning to show the increased activity which may be expected in full play about two years hence. The most sanguine already could not justly anticipate any present influence upon the weather from these causes."

AERIAL BLUE.

A paper on the colour of Aerial Blue in *Good Words* by Sir George Harvey, advances the opinion that the blue of our sky is a *relative colour*, owing its existence not to the breaking up of the sun's light and approbration or rejection of certain portions of its rays but solely to the mingling of the whiteness of light with the darkness of space. This opinion is supported by very good arguments, and one wonders that it was not thought of before.—*Bombay Guardian.*

TIME-EXPIRED MEN.

The movements of time-expired men to Bombay and Calcutta are about to commence. There are to be two parties; and both will proceed in the first instance to Allahabad, there to take their orders from Major-General Travers, Commanding the Allahabad Division. The men will leave the different stations as follows:—

The first party leave

Landour,	...	on the	16th October.
Meerut,	...	,, ,,	22nd ,,
Delhi,	...	,, ,,	22nd ,,
Futtehghur,	...	,, ,,	17th ,,
Muttra,	...	,, ,,	19th ,,
Agra,	...	,, ,,	22nd ,,

The second party leave Landour, Nynee Tal, Roorkee, Meerut and Delhi on the 31st October by the 1-20 P.M. train; and Muttra, Agra, and Futtehghur on the same date, by a later train.

The following officers, ordered to their depots, or proceeding on leave to England, will accompany the time-expired men to the port of embarkation, and take charge of troops with their services should be required on arrival:—Captain E. H. Dyke, R. A., to command the first party; and Captain R. Hoskins, H. M.'s 77th Foot, and Lieutenant J. W. Darvill, H. M.'s 105th Light Infantry, to do duty. Captain W. Balfe, H. M.'s 11th Hussars, to command the second party; and Captain J. F. Hosken, H. M.'s 105th Light Infantry, and Lieutenant H. Willins, H. M.'s 109th Light Infantry, to do duty. Captains Dyke, Hoskins, and Hosken, proceed on private affairs. Their services in command of troops from the port of embarkation may or may not be required.—*Delhi Gazette.*

INDIAN ITEMS.

MADRAS.

We learn by telegram that the Exhibition at Ootacamund was opened most successfully yesterday.—*Times*, Oct. 8.

Extraordinary Fraud.—Sekriktoollah will this day be tried at the Royapet Police Court, for cheating Goolam Doss Tagore by dishonestly inducing him, on the 20th August 1869, in Triplicane, to pay a sum of Rs. 3,000 under the false pretence that it was required by the Hon. H. D. Philips and the Hon. R. S. Ellis, C. B., to show favour to the complaint in a certain matter under the consideration of the Government. Mr. Atkinson is engaged for the prosecution, and Mr. Branson for the defence.—*Ibid.*

An Extraordinary Rumour.—On Wednesday last it was in the mouth of almost every native in Madras that either China or Rangoon had been submerged, and some persons even went so far as to circulate particulars of the supposed disaster. It would appear that a barber was the first to set the news afloat. It is not therefore surprising that the tidings should have been so readily believed by the majority of the native population as barbers are regarded as great authorities in the news line. The wonderful story seems to have had a beginning in the following way. The father of the clerk of the Commander-in-Chief, so the story goes, told the barber that China was no more, that the sea had invaded it and covered it with its waters. The barber next morning while pursuing his avocations repeated the tale he had heard. Before the evening set in there was hardly a native to be met with who did not say that a telegram had been received by Government to the effect that Rangoon had been swallowed by the sea and that there was not a house left standing in the place.—*Ibid.*

After all there must have been something in Captain Saxby's predictions, for the weather during the last two days has been very exceptional,—exceptionally fine.—*Athenæum*, Oct. 7.

Embarkation of Details.—A party consisting of Brigadier-General J. D. Mein, Brigadier-General of the Royal Artillery; Captain W. G. Kerrich, Brigade Major; Major Hands, M. S. C., Assistant Quarter Master General Pegu Division; Apothecaries Kingston and Carpenter; 12 Europeans, 3 women, 2 children and 13 native details of different regiments serving in the Pegu Division, have been ordered to embark on board the steamer Punjaub for Rangoon at six o'clock on the morning of the 9th instant.—*Mail*, Oct. 7.

Mrs. McDougall's Murderer.—A correspondent of a Ceylon contemporary states that a man by the name of George William Blackaby has been taken up in Kandy on information given by a woman that he was evading a warrant in India. The story of the woman is that Blackaby is implicated in the murder of the widow of Major-General MacDougall, and that a warrant was issued for his apprehension. Blackaby stated that he had nothing to do with the murder, denied that there was a warrant out against him, but admitted that a horsekeeper in his employ had committed the murder. The house he was living in was searched for papers but nothing was found. The man is kept in custody until the facts can be ascertained from the Indian Government, with whom the Ceylon Government is at present in communication.—*Ibid.*

CENTRAL PROVINCES.

Mr. Tawsey, Assistant Commissioner, Wurdah, has obtained 20 months' leave of absence to Europe on medical certificate.—*Central India Times*, Oct. 9.

We now learn that it is Captain Jarrett, Deputy Conservator of Forests, who will officiate as Conservator of Forests while Mr. Jacob is on leave, and not Captain Fox.—*Ibid.*

It is rumoured that among the retrenchments consequent on the existing "financ

would be up to the 31st of May. You will find that in Lord Clinton's letter to Mr. Hamilton he says, "An estimate has been prepared in this office, which must be regarded as approximate only, from which it appears that the charges in India and England to the end of May 1868 will probably amount to about £3,000,000. A copy of this estimate is forwarded herewith." I merely furnished the estimate for the information of Sir Stafford Northcote; but I never contemplated the responsibility of presenting it to Parliament; it was merely as from a person who might possibly be able to tell him more about it than any one else at the time.

If you read on that letter, you will see that there is another opinion?—Yes; this is what Mr. Hunt told Mr. Seccombe, "That sum is considerably in excess of the amount shown in Mr. Turner's estimate to the end of April 1868, after allowing for the additional month's expenditure; but it is stated by Mr. Turner that his estimate has been framed on incomplete data, and that he has preferred to give totals which will doubtless prove to be considerably under the actuals when brought to account than otherwise." So that Mr. Hunt thought our estimate excessive, and I, of course, had nothing to do with what he said to the House of Commons.

. . . . . .

(By the Chairman)—This is also a memorandum of yours (producing a paper), which you were kind enough to put into my hand yesterday?—Yes.

Do you concur that it would be for the convenience of the committee if this was put in as evidence?—Yes; I shall be happy to do so.

This memorandum is dated the 31st of May 1869; how would you designate it?—It was merely my idea of the Abyssinian expenses which I wished to submit to the Secretary of State for India, thinking that, as there was so much said about it in Parliament, it would be desirable that he should be in possession of a sort of history of the whole matter from the beginning to the end, as far as it occurred to me at the time.

It professes to account in a large degree for the excess, does it not?—Yes. This is the memorandum:—"Questions having been lately raised in Paliament as to the expenses of the Abyssinian Expedition, and an inquiry suggested as to the large excess of charge over the estimate, it appears necessary and desirable to trace briefly the proceedings taken on the formation and dispatch of the force, and the causes which have operated in creating a larger expediture than was, for the reasons afterwards shown, possible, in the first instance, to calculate or prevent. The plan of the expedition was fully matured by the highest authorities both in England and in India, and, in a wonderfully short time, a mutual cooperation was effected by means of much rapid correspondence and the telegraphic wires; it must be considered then, although we had before undertaken expeditions of this nature, yet never were we so utterly in the dark with regard to the country to be invaded, the temper of the people through whose country we had to march, the nature of the supplies which must be provided for the army, or the mode of transport to be followed. For these reasons, the gigantic task before the directing authorities, and the wonderful energy and combination that were required to carry out the expedition to a successful issue must be apparent. To hesitate about expenditure was to ruin the cause; if one link had failed, the force must have been detained in Abyssinia during a rainy season, and the loss of men and treasure must have been such, as it is impossible to contemplate without a shudder. One month's delay would, most probably, I may say certainly, have been most calamitous. The army sent to Abyssinia may be, in round numbers, put down at 4½ regiments of cavalry, one field battery, six companies of Engineers and Sappers, and 12 regiments of infantry, making a total 13,000 men of all arms. The whole of the force was sent from India with the exception of one company of Royal Engineers, which was dispatched from England overland. Leaving political considerations out of the question, there can be no doubt that it cost the country far less, drawing this expeditionary force from India than it would have done had it been sent from England, even excluding the large sum contributed by India in the shape of the ordinary pay of the troops. With the numbers or composition of the force it is difficult to find fault. There were, of course, various opinions at the time, but the result proved that the whole were required to make sure of victory, and two extra regiments were on the point of landing at Zoola when the object of the expedition was so happily and suddenly attained. Hardly admits of a doubt, that, had the force been seriously harrassed, either on their way up-country or during the return march, or had the many tribes on our route systematically annoyed our convoys, which were perpetually travelling up and down a line 400 miles long, the number of fighting men would certainly have been below, rather than above, the mark. Glancing at the extensive preparations which were made in an inconceivably short space of time, both in England and in India, when war with Theodore was determined on, can we not discern causes of extraordinary outlay, some of which would hardly, at first sight, appear to have been warranted by the size of the force or the strength of the enemy to be attacked. It was desirable, in a political sense, and absolutely necessary and indispensable that we should strike a blow as soon after declaring war as possible. The Secretary of State, therefore, and all under him, were pledged to act with rapidity and vigour, and had a most arduous, anxious, and responsible task to put all the departments concerned in a state for instant action, in short, to bring them in a month or two from a peace to a war establishment, and we, of course, had to pay heavily for extra rapidity of preparation, as it will hardly be disputed that, when anything is wanted in a hurry, it always costs more than when time is not an immediate object. I have only to make some brief remarks to show how costly were our preparations, as above alluded to. A number of steam transports were hired, and the Peninsular and Oriental Company engaged to lay in a great stock of coals at Bombay and Aden for their use, officers and veterinary surgeons were sent to the countries in the Mediterranean, Turkey, Italy, and Spain, to purchase thousands of mules, while the Indian Government bought up more in Asia; 5,000 Sniders, with two and a half million cartridges, were issued, I believe, at very short notice, and the War Office also undertook to provide packsaddles or harness for all the mules, and ordered the construction at Woolwich of 12 small mountain batteries, which were actually manufactured within six weeks. A field telegraph apparatus was got ready. A surveying vessel was commissioned to explore the channels and harbours of the Red Sea on the Abyssinian side. Lights and buoys were provided for the safety of the transports. Three hospital ships, commodious and well stored, with a competent medical staff, were fitted up for invalids of the army, and sent round the Cape to Zoola. The newly-invented American tube wells, of Norton's patent, were tried, approved, adopted, and sent out in large numbers, as also were three of Bastier's chain pumps; a naval rocket brigade was formed, armed, and equipped. Extra surgeons were sent out to follow the army, in addition to those of the hospital ships. As it was understood that the only coin current in Abyssinia was the Maria Theresa dollar, arrangements were made with Messrs. Rothschild and the Imperial Mint at Vienna to procure a large sum of that money. Bell tents, hammocks, blankets, waterproofs, extra clothing, portable ovens and cooking ranges, compressed hay and oats, pocket-filters, one for every British soldier, apparatus for distilling salt water, yeast for making bread, preserved vegetables, medical comforts and a great variety of other stores, besides what belonged to the armament, were provided by the India Office and War Office. A surveying party was formed to make plans of the country on the line of march. A scientific party was organized to take notes of the geography, botany, natural history, and mineralogy of the countries traversed. The services of men who had travelled in Abyssinia or thereabouts, and of others who were versed in Oriental languages, were secured for the intelligence and the political departments. Inquiries were made about constructing a railway. In short, everything was nobly done in England that a careful and energetic administration could effect, without the unnecessary loss of a single day. The expedition was, in fact, to be a model one, and in every respect worthy of the age and the nation which fitted it out. This could certainly not be the case without heavy cost. I have shown some of the reasons why the Abyssinian Expedition came to be so very expensive. Again, in India, it was stated in July 1867, that four months at least would be required for the commissariat arrangements, and they were carried out on an extensive scale, with all possible haste and consequent cost. Although the expedition could not move still near the end of 1867, yet a very complete reconnoitring and surveying party was dispatched to Abyssinia in September 1867, to select a landing place, &c., &c. This was one of the extra expenses caused by our ignorance of the scene of operations, and its cost was very much increased by this party being accompanied by a body of troops, who were early permitted to effect a lodgment in the country. The fact of some 1,500 men, of all arms, being established for some months before the general advance of the expedition could be made, constituted a very considerable cause of additional expenditure. Of its necessity I can give no opinion. Innumerable transports, both sailing and steam, were hired by Government in England, and in all the principal ports of India, and these were, of course, found on the spot where they had to be laden with troops and stores. The major part of the force was necessarily sent from Bombay, to save time; there can be no doubt, however, that this could hardly be considered an economical arrangement, because a severe strain was put on the departments, and all the purchases of supplies being made in one place, although necessary under the circumstances, enhanced the cost, as the prices, both of supplies and labour, are much larger at that Presidency than at Calcutta or Madras, and the pressure and want of time led to even more than proportionate expenditure. This was especially the case in regard to the commissariat supplies. I may here quote the words of one of the correspondents of the English press, with regard to the military preparations at Bombay: 'it is needless now to enter into any detail of the preparations at Bombay, but it must be said they were of a most extensive and complete character. Everything which could be thought of was provided for the health and comfort of the troops.' Money, of course, was freely spent, and, no doubt, in many cases, Government paid too much, and were imposed upon; but this is inseparable from a hastily prepared expedition. The mercantile marine, too, always look for a harvest in war time, they generally reap a large one, and the Abyssinian Expedition was certainly no exception in this respect. When there is an extraordinary demand, there generally follows a large supply, this invariably leads to an exorbitant outlay. It is to be presumed that the Government officials at the various ports endeavoured to control the expenditure, and that every ship was utilised. It would be hard for us to say that even one vessel less than the number employed would have been sufficient to take the troops, animals, and stores, without fail, to the rendezvous at Zoola; but as to the number required to take the force back to India, while I would quote an estimate laid before Parliament, I can offer no opinion as to how far the suggestion was carried out. The transport charge, as far as then known, is stated, and it is observed, 'this, however, ought to be largely reduced by the discharge of vessels, amounting in number to 53 sailing ships, aggregating 28,775 tons, and which have been engaged in carrying elephants, camels, mules, ponies, and bullocks, as well as bulky commissariat stores, such as grain rations, pressed hay, bran, straw, &c. At the termination of the expedition, there will be many stores, the removal of which by sea would cost much more than their worth. The provisions, grain, and hay will, perhaps, be consumed, but, if not, it appears to me that, with the exception of the grain and provisions, it would be more economical to abandon, or, if possible, dispose by sale, of what may be left. This remark applies to the baggage animals, with the exception, perhaps, of elephants, for their transport to India would far exceed their value, and, in any imaginable case, i would not be worth while to keep in monthly pay a large fleet of transports with the view eventually of carrying them back to India. I do not, for a moment, question the sea transport arrangements made by the able supervising officers at Zoola, which, no doubt, were carried out most zealously, and to the best of their judgement under the circumstances. I desire merely to show that there were reasons for not anticipating this portion of the heavy charge of the expedition. It is undoubtedly true that several hundreds of mules and other baggage animals were, at the close of the war, taken back to India, and this led to large expense, the vessels arriving in Bombay harbour in the very height of the south-west monsoon, when it was impossible to land them, and large demurrage in the meantime was paid for the transports. It is also, I believe, undeniable that many of the animals so shipped were sold in India for almost nothing. In the Persian War, and previous expeditions, the cost of sea transport was much lessened through the services of the Indian navy; and the shorter distance the troops and stores had to be conveyed, as a matter of course' required the employment of fewer vessels; whereas the enormous mass of stores and baggage animals purchased for Abyssinia, however necessary they might have been to guard against the possibility of failure, entailed an expense out of proportion to all former expeditions, which it was almost impossible to foresee or anticipate. I would now summarise the different services of expenditure: 1. The military preparations in England and in India were made in great haste, and were consequently necessarily expensive; 2. Buying up many thousands of baggage animals in all directions, and at war prices, which were afterwards sold for almost nothing; 3. Manufacturing several thousand breech-loading rifles, and an immense number of cartridges, besides mountain trains. 4. Ordering at short notice thousands of expensive saddles and harness. 5. Providing foreign coins, Theresa dollars, with charges of transit and resale. 6. Arrangements for water condensing for thousands of men and animals at Zoola, and American tube wells. 7. Ordering in haste all manner of army stores, provisions, and forage, in England and in India. 8. Hiring at high rates a large fleet of transports. 9. Hospital ships. 10. Equipping a naval rocket brigade. 11. Organising a field telegraph, and attaching several scientific men for special purposes. 12. Sending very early a large reconnoitring party, with a body of troops and followers, the troops effecting a lodgment many miles up country. 13. Sending 50 elephants, with their equipments, to the extreme point of the expedition, Magdala. 14. Landing with the army, and far up the country, an extraordinary amount of reserve ammunition, much of which had, I believe, to be destroyed. 15. The rations of native troops, their peculiar wants having to be supplied from India. 16. Necessarily making arrangements of transport and supply, &c., for a lengthened stay in Abyssinia, but leaving the country much sooner than was anticipated, consequently an enormous loss of provisions and stores. 17. Taking back to India a large number of animals and a great quantity of stores, which, as they could not be readily disembarked at Bombay during the monsoon, were of little or no value of themselves, and entailed heavy payments of demurrage to the owners of transports. 18. Many contrivances for the embarkation and disembarkation at Zoola and in India, including the construction of two piers at the latter place. 19. The enormous quantities of supplies of all descriptions which had to be sent to the army, in consequence of the extremely unprovided nature of the country. 20. The large sums paid to the natives of Abyssinia for food, forage, and live stock. 21. The labour expended in trying to keep out the sea, and the damage done to stores by the inroads of the tide at Zoola. 22. The expense of warm clothing for Europeans and natives, necessitated by the climate of Abyssinia. 23. The Transport Train, more expensive from want of time required to ensure proper organisation, and the great confusion at first in consequence. 24. The re-shipment of hundreds of muleteers, who were found unfit from various causes, and had to be sent back to their own country. 25. The cost of a railroad. 26. The unavoidable agglomeration, from short notice, of a vast number of officers and men of all nations and occupations, and of quadrupeds of all kinds from many countries far and near, and of harness and saddlery of every description in the Transport Train. 27. The shoeing of horses, ponies, mules, and bullocks, owing to the roads in Abyssinia, which alone is said to have cost £15,000. I have made the foregoing remarks merely to give some idea of the causes which led to the enormous expense of the Abyssinian Expedition, and a great deal more might be said; the above, however, will suffice to show the reasons which have led to an expenditure which at first was not contemplated, but which may have been in a great measure unavoidable. Had the slightest hesitation been evinced in procuring whatever was demanded, the results might, I may say must, have been disastrous, and perhaps have brought about a most serious national calamity. When the estimates were framed, there was very little or no reliable data on which to form an accurate opinion of the probable charge. There were no accounts from India, nor could any have been expected at that early period. From the very little information, and that not full or detailed, a charge of £5,000,000 to the 31st of May was considered a fair approximation. If we may judge also from the Indian accounts for 1867-68 and 1868-69, it does not appear to have been contemplated that there would have been a larger outlay than that estimated here. I may also observe that the sum estimated was considerably in excess of the amount shown in Mr. Turner's estimate to the end of April 1868, after allowing for the additional month's expenditure; but it is stated by Mr. Turner that his estimate has been framed on incomplete data, and that he has preferred to give totals which will doubtless prove to be considerably under the actuals, when brought to account, than otherwise." (Lord Clinton's letter to the Treasury, 3rd April 1868.)

"If we separate all charges incurred after the 31st of May, including transports, demurrage, establishments (some of which are hardly yet discharged), donation batta to the troops, and, taking into consideration that vast supplies of stores, provisions, baggage animals, &c., purchased under the possible and not improbable contingency of a lengthened campaign, and which have been sold for almost nothing or destroyed, the estimate will not appear so much out of proportion to the actual charge as may at first sight appear; in any events, I need hardly remark that it was prepared solely from the certainly meagre facts procurable, and with an earnest desire to arrive at the truth. The charge for the Transport Train was, as now appears, beyond all possibility of estimate from the enormous number of animals purchased at high prices; the amount paid must be considered a total loss, on account of the large number of deaths, and the impossibility of disposing of the animals that remained after the termination of the campaign; to this must be added the expense of grain and forage on the advance to Magdala, from the small supply procurable in the country. The sea transport also far outran calculation. I merely allude to these facts as a cause for the charge exceeding the estimate, believing that, as every one acted for the best, such enormous expenditure, above all anticipation, was unforeseen, and, perhaps, could not have been prevented. There is, however, the great fact, that the expedition was a great success, perhaps as much so as any ever known; there was nothing wanting, no check, everything in its place as required, and not a single life lost, or even endangered, by want of preparation; the India Office effecting, through a correspondence, most voluminous in extent with the War Department, the Admiralty, the Bombay, and the other Governments in India, a combination complete and efficient, requiring the most anxious consideration, and involving the greatest responsibility. In conclusion, at the risk of appearing prolix by repeating what has been already said, I would offer the following brief summary:—now that the object has been most successfully accomplished, complaints are made that the estimates were erroneous, and the ultimate cost too great. But how stands the case? As regards the estimate, it was stated that up to the 31st of May we should probably require £5,000,000, and thenceforward the current expenses might be taken at £600,000 *per mensem*; such a calculation might apply to a campaign of two years' duration more correctly than to one of 12 months and less, since, in the latter case, the general expense, the loss on surplus stores, the expenditure on railways, telegraph, road making, and landing arrangements, have to be distributed over a smaller number of months. The estimate was made upon data confessedly of the most uncertain and inadequate kind. The force had to march over 400 miles of an unknown and rugged country, among a people, hostile of course, and of unknown and exaggerated military power, to obtain possession of the captives, and bring them away. The question was one not easily answered,—what will it cost? Is it matter of surprise to us in England, who daily see estimates of great public works exceeded to an enormous extent, works in which almost every difficulty might be foreseen, every pound of material and every day's labour accurately calculated, to find that the actual cost of getting captives in Abyssinia should have proved more than was expected? Again, as regards the ultimate cost, what was the state of things in August 1867? Multitudes of people crying out against the hazardous character of the undertaking, captives to be rescued, Theodore humbled, the national honour vindicated; and by what means? By a force from Bombay, landed on a coast only known to be one of the most unhealthy and inhospitable in the whole world, to march at least 400 miles among a hostile people, whose numbers and military organization were most imperfectly known, with the certainty of finding little to eat and not much to drink, added to this, tremendous physical difficulties throughout the route. We had to prepare for the worst, in the event of Theodore being ready for a protracted seige, or removing the captives to a more remote locality; the important matter for consideration was, whether to accomplish our end in six months, and to bring the expedition to a conclusion which has been wholly unparalleled for completeness and success, or to prepare for operations extending over an indefinite period. Such was the aspect of affairs when the Bombay authorities, separated from the scene of action by at least 2,000 miles of sea, with communication rendered extremely difficult and uncertain by the violence of the monsoon during the months of June, July, August, and September, had laid upon them the responsibility of making such arrangements that a force so situated should not, under any circumstances, be cramped in its movements, or injuriously affected in the health or efficiency of the troops, by any want of vigour or foresight on their part, however large the expenditure. And how was this done? It may be said, and is said now, that it has been overdone; but what if Magdala had held out? What if Theodore had carried away his captives? If, for want of troops and transport, the men of Tigre had been encouraged to harass us, and had attacked our communications, or plundered our supplies; if the force had been compelled to remain during the monsoon, and men had broken down under fatigue and privation; if, as an experience too dearly purchased teaches us, there might have been loss and disaster instead of triumph and rejoicing; what would have been then said if those to whom the duty of providing for and conducting the expedition had been entrusted? It was, and ever will be, simply impossible that the cost of an expedition of this nature, incurred with a view of meeting all unforeseen contingencies, can be fairly judged of by circumstances ascertained after the fact, and when the possible difficulties against which provision has been wisely made, disappear under the effect of that very provision, and the expedition has been attended with uninterrupted success."

THE TELEGRAPH BETWEEN RUSSIA AND CHINA.

The telegraphic communication between Russia and China has, according to the latest accounts (dated 31st ult.), been broken in consequence of an inundation of Lake Baikal, in Siberia. The line of telegraph which passes along the shore of this lake has been submerged for a distance of about thirty miles. The rivers Angara, Selengs, and Irkut have also overflowed, and the telegraph posts and wires in their vicinity have been destroyed by the inundation. All the attempts hitherto made to restore the communication have failed, and it is feared that until the waters subside it will be impossible to work the telegraph beyond Irkutsk.—*Pall Mall Gazette.*

THE RUSSIAN ARMY.

A Ukase has been issued at St. Petersburg reducing the term of military service from seven years to five in the case of young men under twenty who enter the army as volunteers. A further reduction of a year's service is promised as a reward for good conduct. This regulation is to be followed by another restricting marriages in the army. Hitherto soldiers were encouraged to marry in order to induce them to make the army their home, and their wives and children were maintained by the Government. This practice is now regarded as too expensive and not desirable even from a purely military point of view, as the movement of the troops from place to place has been greatly encumbered by their taking so many women and children with them. It is found that the number of soldiers' marriages has considerably diminished since the introduction four years ago of the present system of short military service. In 1860 four soldiers out of ten were married, whereas the proportion now is four out of seventeen.—*Pall Mall Gazette.*

OUR ANCESTORS LIBELED.

Professor Huxley has expressed an opinion that in the earliest ages of the world the first impulse of man was not to love his neighbour, but to eat him; and at a recent meeting of the Archæological Society of Copenhagen the savants assembled from all parts of Europe, including such wellknown names as Worsaae, Hildebrand, and the celebrated Belgian professor, M. Spring, unanimously agreed that cannibalism prevailed among the primitive inhabitants of the globe. On one point, however, opinions are divided, some holding that man-eating was a matter of taste, while others are inclined to look on it as a religious, or rather superstitious, observance. As late as the year 785 Charlemagne issued a decree sentencing to death any individual convicted of having eaten a witch in order to destroy her spells. Witch-eating can hardly have been a matter of taste, as even "those who were fond of the flesh could not have been partial to bones." Buckle quotes comparatively recent instances of anthropophagy connected with religious feelings, in Germany during the Thirty Years' War, and in Scotland at about the same period. Among the most curious documents produced at the meeting was a manuscript of St. Hieronymus, who asserts, on the authority of a native of Great Britain, that children were a staple article of food in that country.—*Pall Mall Gazette.*

THE INDIAN FIELD GUN.

The bronze rifled muzzle-loading field gun, which it is proposed to adopt for field service in India, has now fired 2,000 rounds, of which 1,500 were with charges of 1 lb. 5 oz. of powder, and the remaining 500 with charges of 1 lb. 8 oz. There seems no reason to doubt that the gun will remain serviceable up to some 3,000 or more rounds, especially as the injury due to scoring by the rush of gas is not sensible on the driving or delivery sides of the grooves, where alone it would be likely materially to affect the shooting. Encouraged by this success, and animated with a desire to obtain as flat a trajectory as possible (a point of immense importance in a field gun), and to increase the effect of case and shrapnel fire by improving the initial velocity, the Committee propose further to increase the charge to 1 lb. 12 oz. If the recoil with such a charge be not excessive, and if the erosion of the metal be not increased in some unexpected degree, this alteration in the charge will be an almost unmixed advantage. It is reasonable to anticipate that with a 1 3/4 lb. charge the guns will, at any rate, stand 2,000 rounds. Now, very few people have taken the trouble seriously to consider what 2,000 rounds mean in the life of a field gun. And yet, the calculation is a sufficiently simple one. Batteries of artillery fire away in their annual practice 200 rounds divided among the six guns. This gives 100 rounds per gun in three years. We shall probably be outside the mark if we add another 50 more rounds per gun, on account of campaigns, experiments, &c. This amounts to 150 rounds for each gun for three years, or 50 rounds per gun per annum. Therefore, 2,000 rounds means a life of forty years. Do we want more out of our field guns than this—especially when we consider that the proposed weapons will be of bronze, which can be melted up and re-cast at a comparatively slight expense when they become worn out? The fact is that 2,000 rounds represent an endurance far in excess of the probable requirements of the service, considering how fast improvements succeed each other, and how impatient we are (perhaps our children will not be less so) of any shortcomings in the fashion of our military equipments. These considerations—the unexpected endurance exhibited by bronze rifled guns and the really moderate requirements of the service on this point—may serve to strengthen the arguments which we have before urged in favour of utilizing the existing store of bronze smooth-bore guns by boring them out and rifling them into field howitzers. It is worth while to notice that the French are now actually doing this. Their old pattern 4-pounders of 11.2 cwt. and 4.213 inches calibre are about to be made into rifled guns to throw a large capacity 17.6 lb. shell. Our 9-pounder bronze guns would furnish just such another weapon, or a rather more powerful one. We have lately been taking so many useful hints from the French in the matter of our field artillery equipments that we need not be ashamed to follow their example in one other particular. And as the Dartmoor Committee are understood to insist upon the necessity for providing field howitzers, this point may be urged with confidence.—*Pall Mall Gazette.*

THE ST. LEGER.

The Middle Park Plate, which has been dubbed the Two-year-old Derby, has not, so far as the term is to be considered prophetic, justified its nickname. From the premonitory point of view it would be more fitly named the Two-year-old St. Leger. For, though Pero Gomez has won the great race on the town moor at Doncaster, never yet has a winner of the Middle Park Plate been first in the great race on Epsom Downs. The Rake and Green Sleeve made their one brilliant display and then retired into obscurity. Some hold that the result of the race at Doncaster shows that Pero Gomez might, and even ought to, have won the Derby; but others, more correctly perhaps, maintain that the tables were turned because Pero Gomez has improved and Pretender has not, but has very much deteriorated. That fatal victory at Stockton, when the winner of the Two Thousand and the Derby could not shake off a third-rate animal like Islam, and at the end of a mile and a half could not show two lengths' clear interval between himself and Fichu, was a startling hint which was taken to heart by those who had eyes to see, and had not hardened their hearts so that they would not understand. Still it must have astonished the most determined opponent of Pretender to discover that he was not even in the race, that he could make no answer, however feeble, to his jockey's call. One of the arguments, used to encourage the supporters of Pretender was that the result of the Derby is seldom or never reversed at the St. Leger, and the instances of Lord Lyon and Savernake and others were mentioned, but it seems to have been forgotten that in many cases where a reversal might have been expected the winner of the Derby did not run for the St. Leger.

Of course there was on Wednesday (Sept. 15) the same scene as of old (for it varies only with the weather); the sea of heads, the forest of umbrellas, the Yorkshiremen with their inborn horsiness looking more like those who are attending a religious ceremony than those who are out for a holiday. There is a great question to be decided; whether victory will declare for the South and Pero Gomez, or for the North and Pretender. And oddly enough it would seem as if even Northerners were more favourable to the Southern champion than to their own; perhaps because Pero Gomez looks so small by the side of his neighbours, but shows signs of the most perfect condition, and is known to be game to the backbone. Few, however, of the lookers-on dream that the struggle will be between Pero Gomez and Martyrdom, and that George Osbaldeston will be their most dangerous antagonist. Fortunately there is but little suspense; the eleven competing horses are saddled, the jockeys are weighed and mounted, the preliminary canters serve to whet the appetite, and almost before the spectators are ready the flag is dropped and the race is begun. Pero Gomez rushes to the front, but is pulled back, and Typhon shows the way. Soon The Starter assumes the lead and makes the pace too hot to last; he falls back, and is passed by Pero Gomez. George Osbaldeston, and Martyrdom, whilst Osborne makes an unavailing appeal to Pretender. At the distance George Osbaldeston has had enough, and the race is hardly so much between Pero Gomez and Martyrdom as between Wells and Fordham. The latter does all he knows (which is a great deal), but the handicapped Martyrdom can only fail honourably, and is beaten by a neck. And so Sir Joseph Hawley has won his first and Wells his second St. Leger. It is a brilliant triumph to have twice ridden a favourite to victory, though the 3 to 1 against Pero Gomez was no odds compared with the 40 to 1 against Saucebox in 1855. It is probable that Sir Joseph Hawley will once more have the epithet "lucky" attached to his name; but, considering that he was second for the One Thousand with Morna, for the Derby with Pero Gomez, and for the Oaks again with Morna, it is difficult to see how he can be said to have had very much luck after all. Pero Gomez has now run altogether seven times and has been beaten only twice—namely, by Pretender for the Derby, and by Martyrdom for the Prince of Wales's Stakes at Ascot. Martyrdom proved that he had not been so very much overrated by his admirers as some folk supposed. Of course the great failure was that of Pretender; but the Drummer had given promise of better things, and must have sadly disappointed those who not without reason considered him certain of a place at least. The misadventure of Rysh worth probably deprived a good but shifty horse of an opportunity of distinguishing himself just when he had begun to show a determination of turning over a new leaf and being a better colt. As for Royal Oak, he turned out to be nothing more than John Scott's annual delusion. Pero Gomez has now won the handsome sum of £12,050.—*Pall Mall Gazette.*

WHAT LADIES MAY DO.

When, in the absence of the Duke of Beaufort last week from the Badminton Farmers' Club dinner, the Duchess of Beaufort so ably presided in his place, the Rev. Joseph Buckley improved the occasion by pointing a moral to the assembled guests. "Thus," said the reverend gentleman, "they saw what they all, especially those who were married, ought to aim at, viz. the mutual help and comfort of one another. He saw before him, no doubt, many happy couples, and he wished to impress upon them that a lady was never more ennobled, and never shone to greater advantage, than when she tried to help her husband through his difficulties." It was not, perhaps, very complimentary to the Duke or to the farmers to hint so broadly that it was no easy task to preside over the festival in question, but we earnestly hope that all persons of "the female persuasion" will ponder over and profit by Mr. Buckley's observations. There can be no doubt that women would materially help and comfort their husbands if they would undertake the task of making after-dinner speeches. In a country like our own, where statues in frock coats and public dinners are a mania, men with refined tastes prefer obscurity to indigestion and ridicule. If women would kindly undertake to eat badly cooked dinners, drink a mixture called port wine, say a few appropriate words, and last, but not least, be handed down to posterity in uncomfortable positions and unbecoming garments, then husbands would lose that nervous dread of popularity which, however much it may be deplored, is not surprising when we consider all that is entailed by earning the respect and gratitude of our fellow-men in this enlightened age.—*Pall Mall Gazette.*

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

1265	British India, Wemyss—R. Steuart & Co.	June 24
1050	Pontiac, Skilling—Volkart Brothers.	July 13
1129	John Bunyan, Stitch—Lyon & Co.	July 22
1350	Malabar, Pearce—W. Nicol & Co.	July 22
778	Rockligit, Ennis—Coupland & Co.	July 22
1280	Louisa Fletcher, Luckes	Aug. 11
722	Woosang, Bourner	Aug. 12
1182	Magdala, Evans	Aug. 12
1047	Daniel Rankin, Bartwell—Harbord & Co.	Aug. 12
797	Burmah, Pearse	Aug. 20
1270	Sir Walter Scott, Shaw—Finlay, Scott & Co.	Aug. 21
1372	Calcutta, Morrison	Aug. 21
498	Thomas S. Stowe, Sexhn	Aug. 21
1152	Tythonus, Green—Ewart, Latham & Co.	Aug. 21
321	Tantivey, Picknt ney	Aug. 21
434	Anna, Gunnufsen	Aug. 23
1192	Asiana, Selkirk—W. Nicol & Co.	Aug. 24
1027	Bonnie Dundee, Connoor	Aug. 25
1434	Westminster, Berryman	Aug. 26
737	Moss Rose, Bustin—Wellace & Co.	Aug. 27
1328	Hahneman, Vannurden—Volkart Brothers	Aug. 28
1215	Tethys, Evans—E. Bates & Co.	Aug. 28
966	Tanjer, McNabb—W. Nicol & Co.	Sept. 1
1177	Napier, Tait—Owen & Okell	Sept. 4
1435	British Sceptre, Pendall—E. Bates & Co.	Sept. 8
905	Zuleika, Thompson	Sept. 8
1594	Euxine, Hogg—E. Bates & Co.	Sept. 8
1244	John C. Potter, McClure	Sept. 8
1391	Canute, Quinn—Ritchie, Steuart & Co.	Sept. 8
763	Romulus, Needham	Sept. 8
731	Mara, Richtering	Sept. 10
1237	Macedon, Withycombe—Stenhouse & Co.	Sept. 10
776	Elizabeth Ostle, Glaister	Sept. 10
872	Bella Maria, Lopeg	Sept. 13
1324	Juventa, Holmes—Lawrence & Co.	Sept. 13
1245	Eastern Light, McFee	Sept. 14
1137	Mic Mac, Robinson	Sept. 15
423	G. R. Mosle, Kuck	Sept. 1
425	Eros B'Jorn	Sept. 16

FROM LONDON.

930	Louisa, Scowcroft—Sir C. Forbes & Co.	June 21
711	Jalawar, Carruthers	July 3
713	Bacchante, McLeod	July 15
823	Castle Avon, Shields	July 17
468	Anazi, Hillman—W. Nicol & Co.	July 23
1166	Sandringham, Muir—W. Nicol & Co.	July 28
1113	Salisbury, True—Ewart, Latham & Co.	Aug. 6
982	P. Somawutty, Blake—Sir C. Forbes & Co.	Aug. 21
1026	Napoleon, Gillespie—W. Nicol & Co.	Aug. 20
1031	Reigate, Morris	Aug. 20
1250	Windsor Castle, Douglas—R. Steuart & Co.	Aug. 26
1197	Euterpe, Cosens—W. Nicol & Co.	Sept. 1
799	Cingala, Neilson	Sept. 1
1188	Scimitar, Potts—Ritchie, Steuart, & Co.	Sept. 1
512	Marinus, Angelino	Sept. 3
1027	Zoroaster, Baker—Ritchie, Steuart & Co.	Sept. 8
1241	Rajpoot, Andrews—Stenhouse & Co.	Sept. 9
1033	Sam Mendel, Murdock—Coupland & Co.	Sept. 14
	Llaverdon, Nawries	Sept. 15

FROM CARDIFF.

1322	Howden, Boll—E. Bates & Co.	July 6
1205	Red Jacket, Tate	Sept. 8

FROM BASSEIN.

1197	Nagpore, Trevellick—Stenhouse & Co.	

FROM BORDEAUX.

	Almora, Gilchrist	June 1

FROM SUNDERLAND.

	T. B. Oard	Sept. 1
	Marie Choupat	Sept. 2
	Black Prince, Saddler	Sept. 9

FROM NEWPORT.

670	Royal Albert, Davies	Aug. 23

FROM CALCUTTA.

639	Cutch Merchant	Oct. 2
760	Arracan, Stricker—Bell, Ventz & Lucius.	Aug. 30
965	C. N. Hajee Mahomed Seedick	Sept. 13
317	Oneiza, Spurr—W. Nicol & Co.	Sept. 14
776	Robert	Sept. 22
394	Busseorah, Turnbull	Oct. 1

FROM CLYDE VIA SUEZ CANAL.

3000	Europe (s), Rolland	

FROM CLYDE.

599	Index, Kerr	Sept. 11
805	Spray of the Ocean, Turnbull—F. Clark & Co.	Mar. 11
994	City of Amoy, Murdock—W. Nicol & Co.	July 23
349	Teviotdale—W. Nicol & Co.	Aug. 14
941	Modesty, Kerr	Aug. 17
422	Jane Avery	Aug. 21
845	Havering, Masted—Volkart Brothers.	Aug. 24
768	James Russell, Mackay—Ritchie, Steuart & Co.	Aug. 24
850	Lammersbagen, Jorgensen	Sept. 3
978	Norval, Taylor	Sept. 6
1060	Caribou, Mitchell	Sept. 8

FROM AUSTRALIA.

1094	Duke of Newcastle	July 6
1010	Princess Dagmar, Lewis	July 14
997	Peter Denney, Adam	July 26
1366	Douglas (s), Sam	Aug. 4

FROM SHIELDS.

	Tasmania	Mar. 13
	Golden Dream	July 16
474	Choice, Crozier	Aug. 12
393	Benares, Moyes	Aug. 19

FROM BANGKOK.

424	Eena, Brumell	Aug. 30
296	Elizabeth Henderson, Henderson	July 25
610	W. Mitchell, Grandwater	Aug. 10
565	Elizabeth, Owen	Aug. 15

FROM HAMBURGH.

768	Adolph, Meyer—Volkart Brothers.	July 2

FROM RANGOON.

886	G. F. O. Heyn, Broksch	Aug. 8
1161	Attila, Green—Wallace & Co.	Aug. 24
534	Alliance, Falck	July 31
1120	Kentuckian	Aug. 17
797	Zurich, Grange	Sept. 6

FROM MAULMAIN.

978	Sir Hugh Rose, Spurdene—H. M. Seedick	July 26
789	Southern Queen, Richards—Volkart Brothers	Aug. 23

FROM SINGAPORE.

474	Choice, Crozier	Aug. 12
1393	Benares, Moyes	Aug. 10

FROM PENANG.

585	Fathe Salam	July 18

FROM BOSTON

868	St. Albans, Farnham & Co.	July 10
962	Timour, Spooner—Tudor & Co.	Aug. 10

MR. HARRY EMANUEL
OF
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DIAMOND MERCHANT AND JEWELLER TO THE QUEEN,
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